N.W.P.R.R.
112

TRANSIT BOOK

14.113.0226

No. 28176
MADE BY
THE HICKS-JUDD COMPANY
BOOKBINDERS and PRINTERS
270-284 Valencia St. San Francisco
Give above No. when ordering duplicate.

INDEX

Willits		✓	Scene of Accident East of Willits	29
Penn Grove	✓	✓	Station Plan	31
Agua Caliente	✓	✓	Buildings at Mrs Geo Fetters	32
Santa Rosa	✓	✓	Grace Bros Spur	34
Sheridan	✓	✓	Prosed Line Change	35
Blakes Station	✓	✓	Station Grounds	38
Fallon	✓	✓	Station Grounds.	41
Corono	✓	✓	Station Plan	43
Ely	✓	✓	" "	44
Hogans Cut.	✓	✓	Shoofly Track by Jones	46
" "	✓	✓	" " " F.H.G. (Slide-Tunnel)	50 - 55
Calpella		✓	Proposed Spur for Gravel	56
Willits - Yard		✓	West Sw. & Steel-Unloading Tr.	57 - 58
Bellevue		✓	Station - Plan	59 - 60
Wilfred		✓	do do	61 - 63
Fetters Hot Springs		✓	do do	64
Tiburon: Store House		✓		65
Hogans Cut.		✓	Shaft & Progress Profile Line	66-68

INDEX Book No. 112

			Page
Healdsburg.	✓	Healdsburg Wendling Wye Line.	1 - 3
Santa Rosa	✓	Switches east of S. R.	4
San Rafael	✓	Electr. Train Storage Tr.	5
Healdsburg	✓	Turntable Track	5
Lytton	✓	Cross - Sections	6
Geyserville	✓	Fences etc.	7
Markham Br.	✓	Alignment & Russian River Meander Line.	8-11
Sonoma Br.	✓	Grasshopper Bridge	12-14
Healdsburg	✓	Lumber Yard of A. F. Stevens	15
Duncan Mills	✓ ✓	Markham Br.	16-23
Santa Rosa	✓ ✓	Spur. Grace Bros	24
Mill Valley.	✓	Change of Alignment	25
Willits.	✓	Grades at Lumber Co	26
Willits	✓	Scene of Accident East of Willits	29
Penn Grove	✓ ✓	Station Plan	30

11+23 ^{52} P.I. = "AD" 42+00 ^{42} P.O.T.

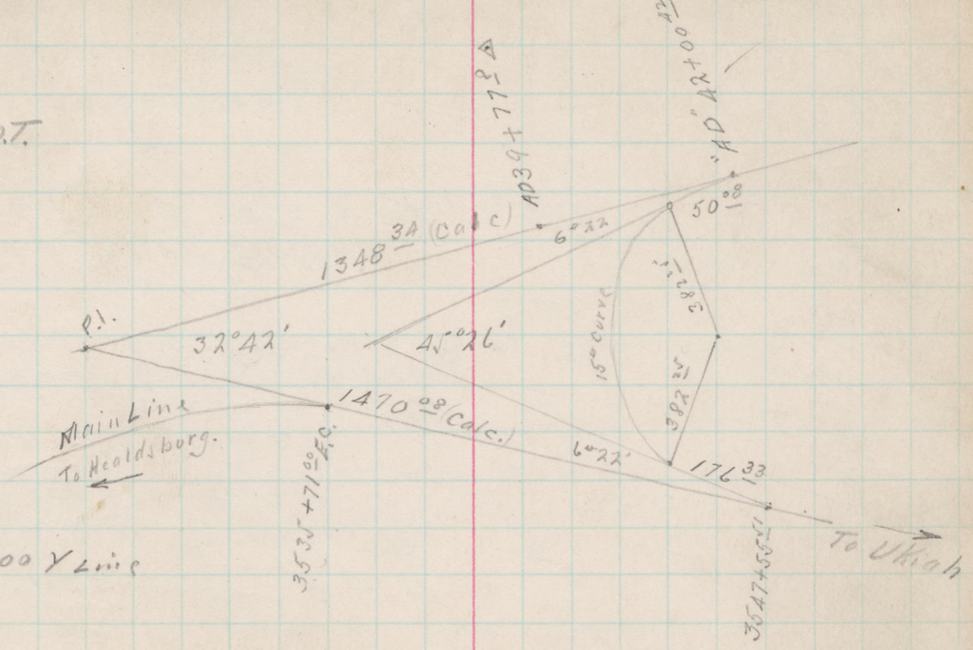
10+73 ^{44} E.C.

	△ 134° 34'
897 ^{11}	St. 913 ^{04}

1+76 ^{33} B.C. 15° Rt.

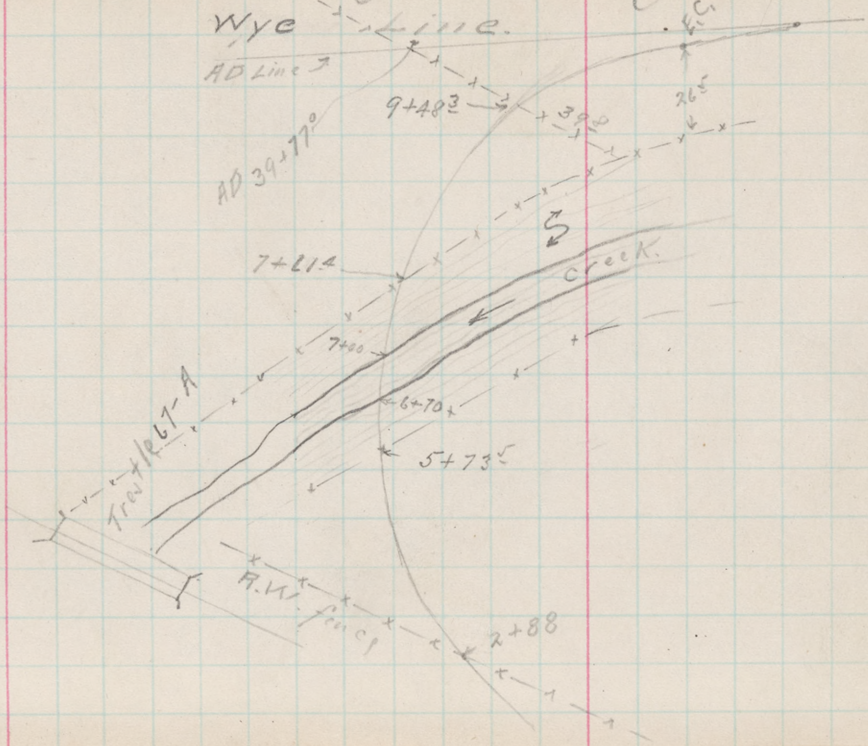
0+00 F.I. 6° 22'

3547+55 ^{51} Main Line = 0+00 Y Line



Healdsburg. Wendling
Wye Line.

(Plotted F.K.)



41		67.A.			4^{86}	99 [illegible]	99 [illegible]
$+22^{9}$	E. end Trestle				4^{78}	99^{17}	.
42					4^{6}	99^{4}	100^{27}
43					4^{3}	99^{7}	100^{57}
44					4^{0}	100^{0}	100^{87}
T.P.		5^{41}	105^{43}	3^{93}		100^{02}	
3545					5^{2}	100^{2}	101^{07}
46					4^{9}	100^{5}	101^{37}
47					4^{6}	100^{8}	101^{67}
$+55^{51}$ = Y-0+00					4^{4}	101^{0}	101^{87}
0+50					5^{0}	100^{4}	101^{27}
1+00					7^{3}	98^{1}	98^{97}
1+50					9^{6}	95^{8}	96^{67}
$1+76^{33}$ B.C					10^{6}	94^{8}	95^{67}
2+00					10^{6}	94^{8}	95^{67}
2+50					8^{8}	96^{6}	97^{47}
3+00					9^{2}	95^{5}	96^{37}

Healdsburg Woodling Wye Line

Levels.

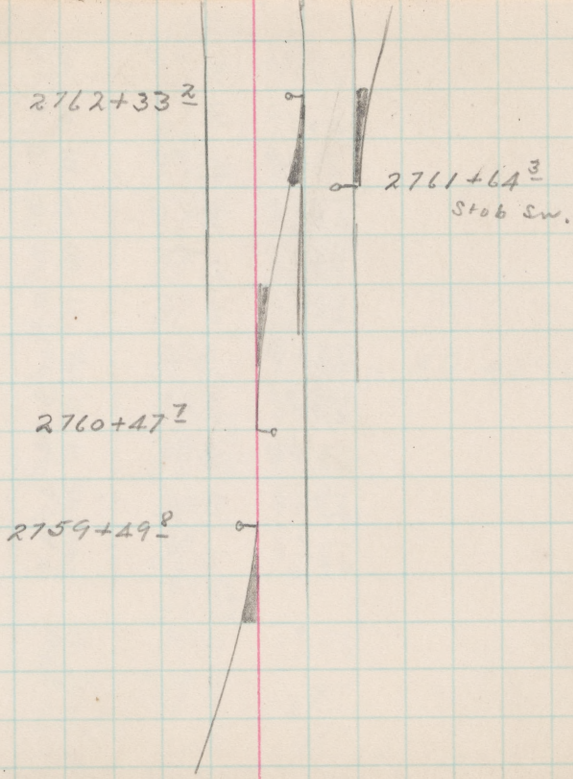
		+	π	−	Rod	Elev	Corected Elev add .87
Base Rail Opp Depot.		5 31	105 31	—		100 00	
T.P.		4 04	103 275	6 075		99 235	
T.P.		4 65	102 79	5 135		98 140	
T.P.		4 470	102 41	4 850		97 920	
T.P.		4 81	102 11	5 11		97 30	
T.P.		4 99	102 24	4 86		97 25	
35 36					4 7	97 5	98 .37
37					4 4	97 8	98 67
38					4 2	98 0	98 87
T.P.		5 79	103 95	4 08		98 16	
35 39					5 5	98 5	99 37
40					5 2	98 8	99 67
+27 0	W. end Trestle				5 12	98 83	99 70
41		67.A.			4 86	99 09	99 96
+22 9	E. end Trestle				4 78	99 17	

T.P.		4^{91}	$100\ \underline{83}$	4^{57}		$95\ \underline{92}$		
8+50					$4\underline{8}$	$96\ \underline{0}$	$96\ \underline{87}$	
9+00					$4\underline{7}$	$96\ \underline{1}$	$96\ \underline{97}$	
9+50					$4\underline{5}$	$96\ \underline{3}$	$97\ \underline{17}$	
10+00					$4\underline{9}$	$95\ \underline{9}$	$96\ \underline{77}$	
10+50					$5\underline{0}$	$95\ \underline{8}$	$96\ \underline{67}$	
$10+73^{44}$ E.C.					$4\underline{7}$	$96\ \underline{1}$	$96\ \underline{97}$	
$11+23^{52}$ =	A.D. $42+00^{42}$				$4\underline{4}$	$96\ \underline{4}$	$97\ \underline{27}$	= A.D. $42+00^{42}$
A.D. 40+00					$4\underline{1}$	$96\ \underline{7}$	$97\ \underline{57}$	
41					3^{8}	$97\ \underline{0}$	$97\ \underline{87}$	
42					$4\underline{4}$	$96\ \underline{4}$	$97\ \underline{27}$	
43					$4\underline{7}$	$96\ \underline{1}$	$96\ \underline{97}$	
T.P.		4^{56}	$101\ \underline{39}$	$4\ \underline{00}$		$96\ \underline{83}$		
44					5^{3}	$96\ \underline{1}$	$96\ \underline{97}$	
45					$4\underline{5}$	$96\ \underline{9}$	$97\ \underline{77}$	
46					$4\underline{7}$	$96\ \underline{7}$	$97\ \underline{57}$	
47					$4\underline{0}$	$97\ \underline{4}$	$98\ \underline{27}$	

Healdsburg Wendling Y.

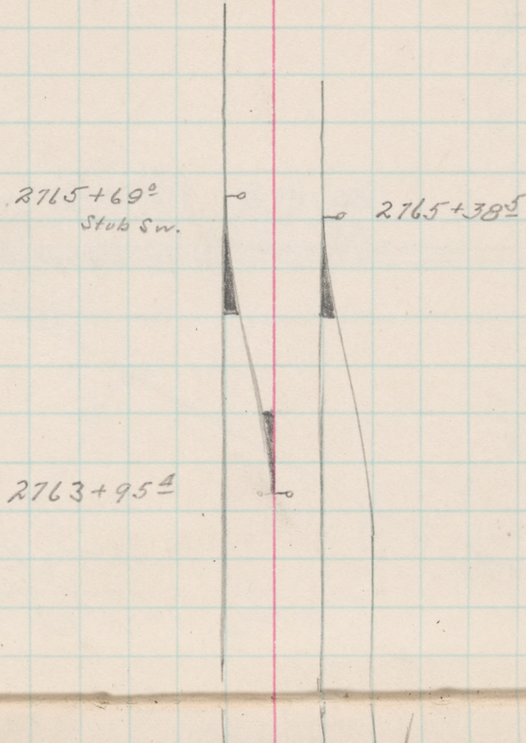
Levels.

		+	A	−	Rod.	Elev.	
3+50			105.43		9.4	96.0	96.87
T.P.		4.46	100.49	9.4		96.03	
4+00					4.2	96.3	97.17
4+50					4.2	96.3	97.17
5+00					4.1	96.4	97.27
5+50					4.5	96.0	96.87
6+00					5.4	95.1	95.97
6+50					6.1	94.4	95.27
6+70					6.8	93.7	94.57
6+80	℄ Creek				8.9	91.6	92.47
7+00					6.3	94.2	95.07
7+50					6.0	94.5	95.37
8+00					4.8	95.7	96.57
T.P.		4.91	100.83	4.57		95.92	


2762+33^{2}
2761+64^{3}
Stub Sw.
2760+47^{7}
2759+49^{8}

Santa Rosa Mar. 25 1912

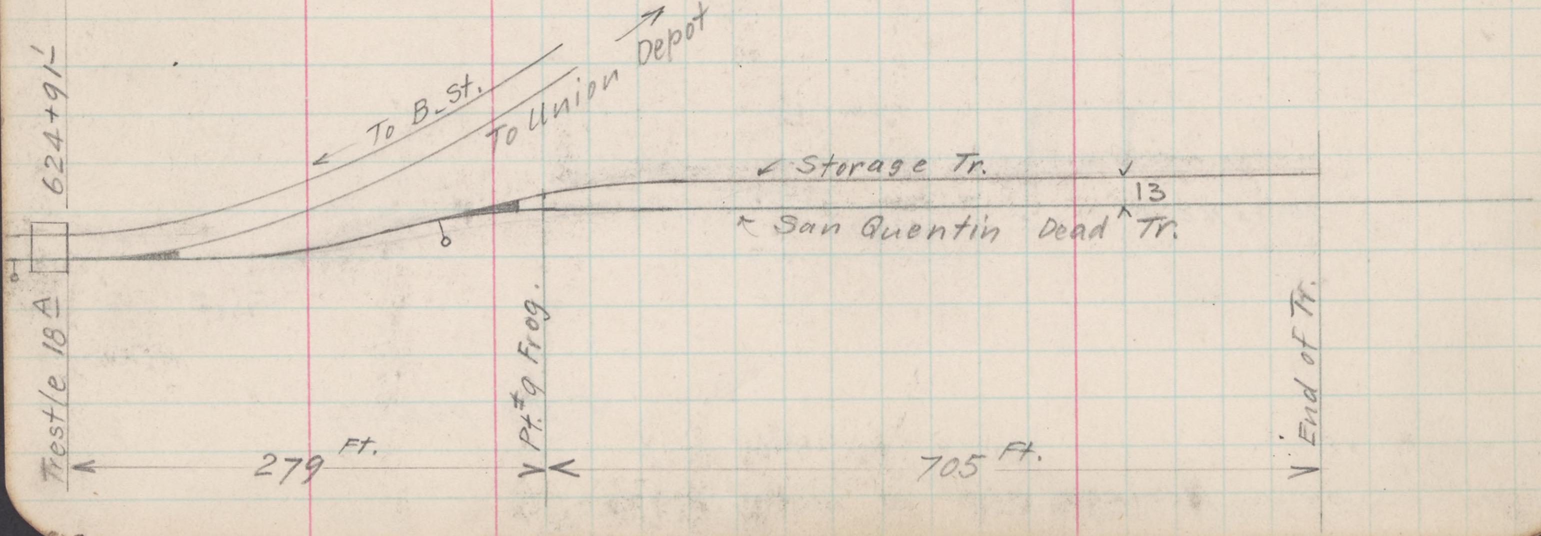
(Plotted F.K.)



Electr. Train Storage Track.

San Rafael.

April 9th 1912.



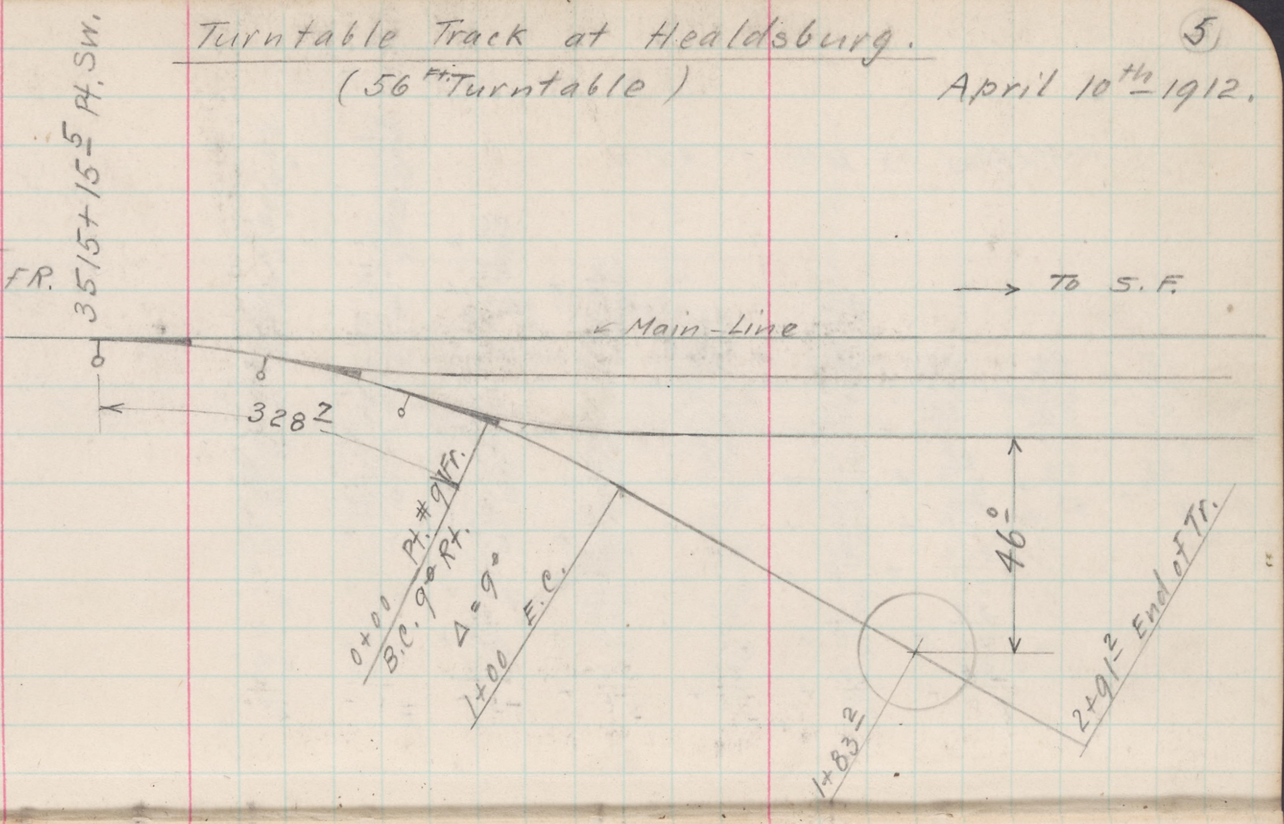
Turntable Track at Healdsburg.

(56 Ft. Turntable)

April 10th – 1912.

Levels

Sta.	Elev.
0+00	100.0 Top of R.
+50	98.3
1+00	97.0
+55.2	96.4
+83.2	96.4
2+11.2	96.1
+51.2	95.5
+91.2	95.3

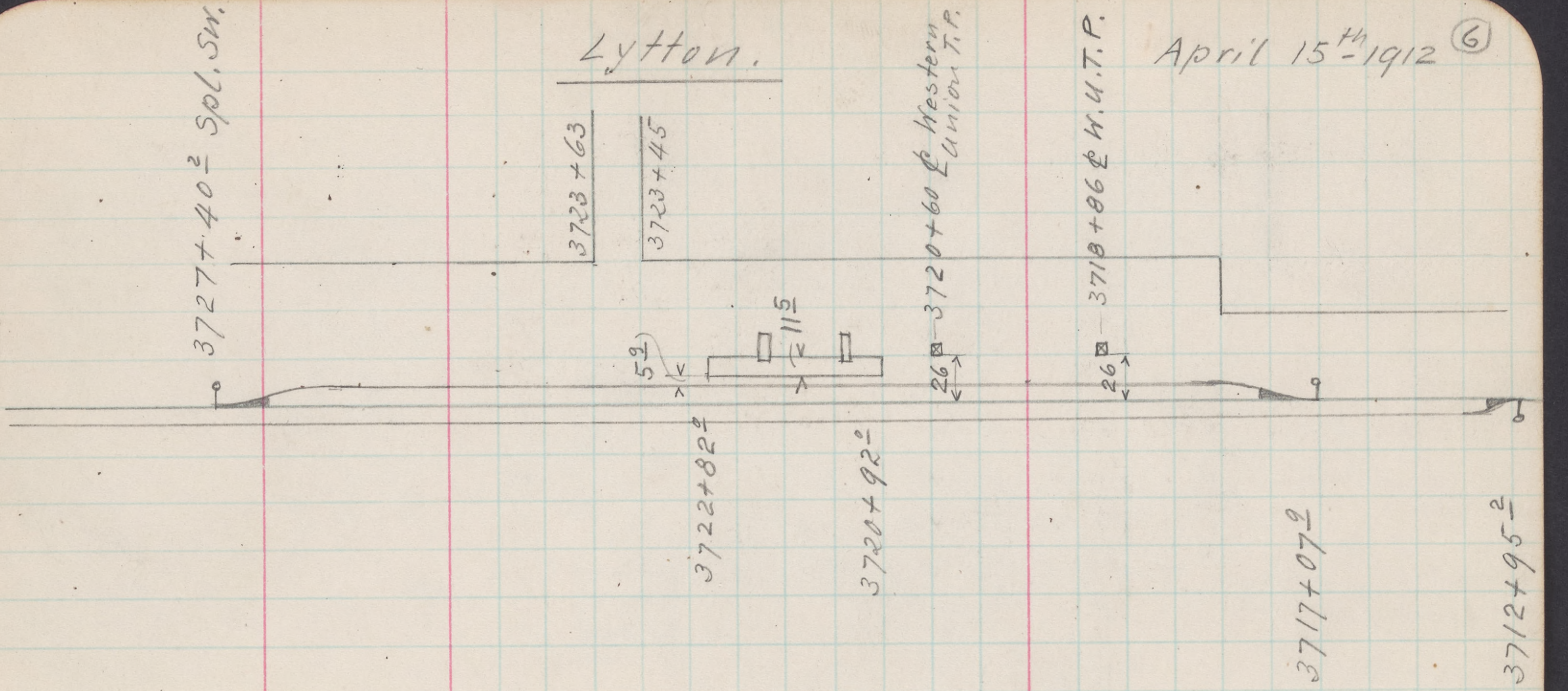


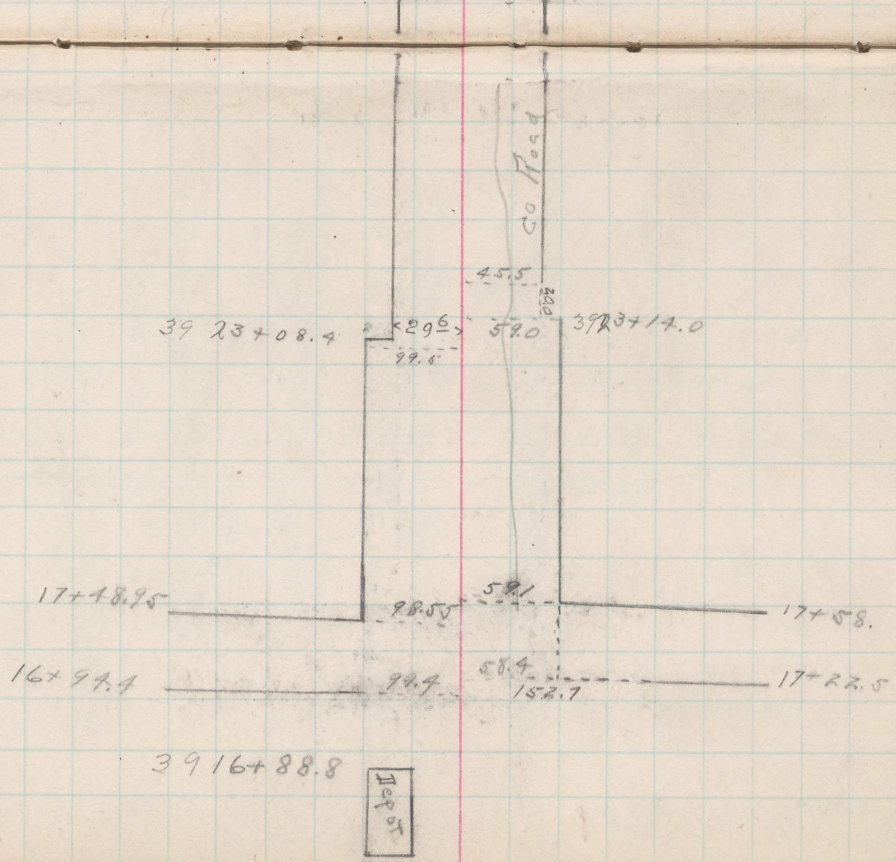
3715	$\frac{-0^{7}}{9}$	$\frac{+3^{2}}{13}$	$\frac{+5^{1}}{17}$	$\frac{+3^{5}}{25}$	$\frac{+2^{5}}{32}$	$\frac{+2^{9}}{37}$	$\frac{+3^{4}}{45}$		
+50	$\frac{-0^{8}}{9}$	$\frac{+3^{6}}{13}$	$\frac{+4^{5}}{17}$	$\frac{+3^{3}}{25}$	$\frac{+2^{2}}{32}$	$\frac{+2^{7}}{37}$	$\frac{+3^{2}}{45}$		
16	$\frac{-0^{8}}{9}$	$\frac{+3^{2}}{13}$	$\frac{+4^{6}}{19}$	$\frac{+3^{2}}{27}$	$\frac{+2^{3}}{32}$	$\frac{+2^{7}}{38}$	$\frac{+3^{0}}{47^{5}}$		
+50	$\frac{-1^{2}}{9}$	$\frac{+3^{1}}{13}$	$\frac{+4^{9}}{19}$	$\frac{+3^{1}}{26}$	$\frac{+2^{1}}{34}$	$\frac{+2^{6}}{40}$	$\frac{+3^{0}}{48}$		
17	$\frac{0^{0}}{9}$	$\frac{-1^{8}}{13}$	$\frac{-1^{8}}{14}$	$\frac{+5^{7}}{20}$	$\frac{+3^{9}}{30}$	$\frac{+3^{9}}{34}$	$\frac{+2^{9}}{38}$	$\frac{+3^{6}}{43}$	$\frac{+3^{9}}{52}$
+50	$\frac{0^{0}}{7}$	$\frac{-1^{3}}{9}$	$\frac{-1^{3}}{10}$	$\frac{+5^{8}}{17}$	$\frac{+7^{1}}{21}$	$\frac{+4^{5}}{32}$	$\frac{+3^{4}}{40}$	$\frac{+4^{1}}{45}$	$\frac{+4^{3}}{55}$
18	$\frac{0^{0}}{11}$	$\frac{-1^{2}}{14}$	$\frac{-1^{2}}{15}$	$\frac{+5^{2}}{22}$	$\frac{+6^{2}}{25}$	$\frac{+4^{9}}{36}$	$\frac{+3^{5}}{45}$	$\frac{+3^{9}}{48}$	$\frac{+4^{7}}{58}$
19	$\frac{0^{0}}{18}$	$\frac{-0^{4}}{20}$	$\frac{+5^{1}}{28}$	$\frac{+4^{6}}{35}$	$\frac{+3^{9}}{42}$	$\frac{+3^{7}}{48}$			
20	$\frac{0^{0}}{17}$	$\frac{-0^{8}}{20}$	$\frac{+2^{9}}{29}$	$\frac{+2^{3}}{47}$					
21	$\frac{0^{0}}{18}$	$\frac{-0^{4}}{19}$	$\frac{+1^{6}}{30}$						
22	$\frac{0^{0}}{19}$	$\frac{+1^{3}}{30}$							
+82	$\frac{0^{0}}{19}$	$\frac{0^{0}}{30}$							

Base of Rail to Platform 3^{7}

Lytton.

April 15th 1912 (6)

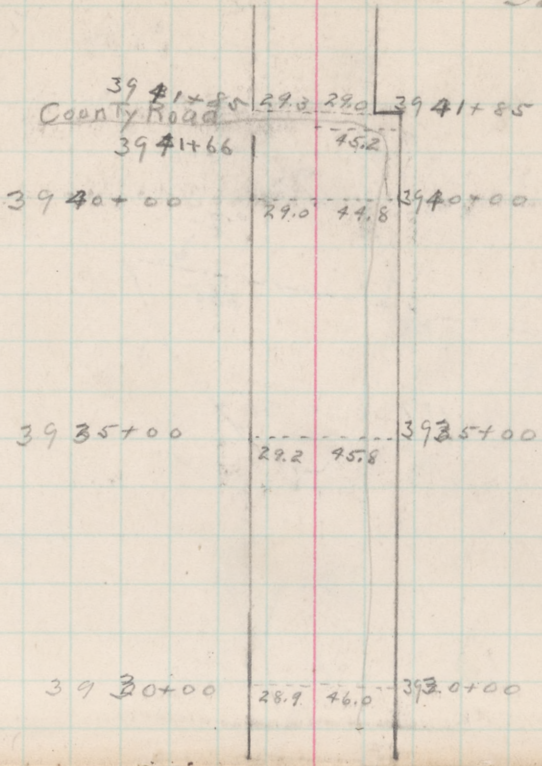



Co Road
45.5
39 23+08.4
29 6
59.0
3923+14.0
99.5
17+48.95
59.1
98.55
17+58.
16+94.4
58.4
99.4
152.7
17+22.5
3916+88.8
Depot

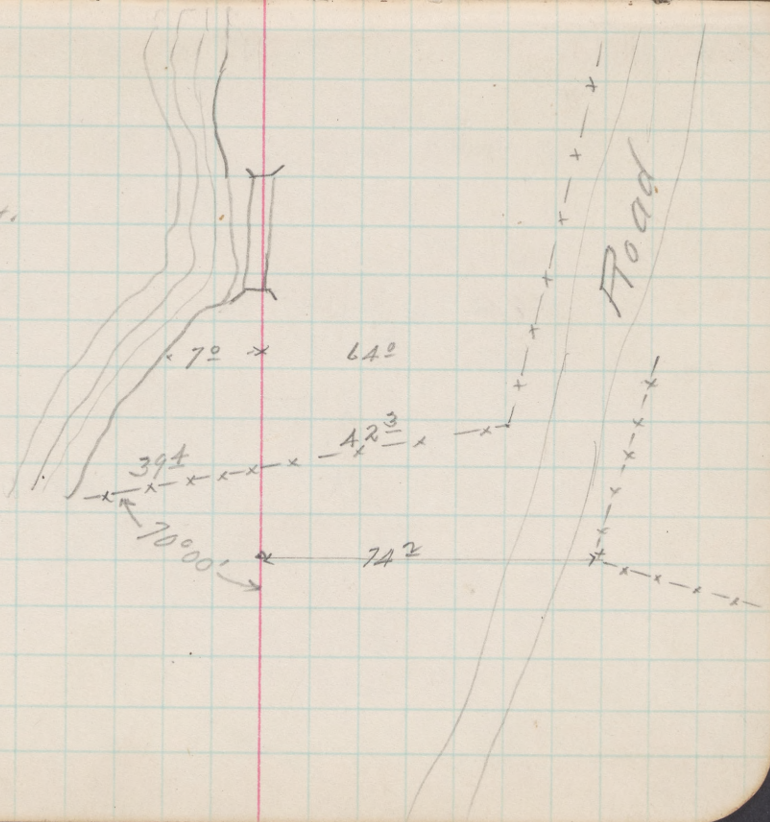
3916+88.8

Geyserville June-20-1912

(Plotted F.K.)



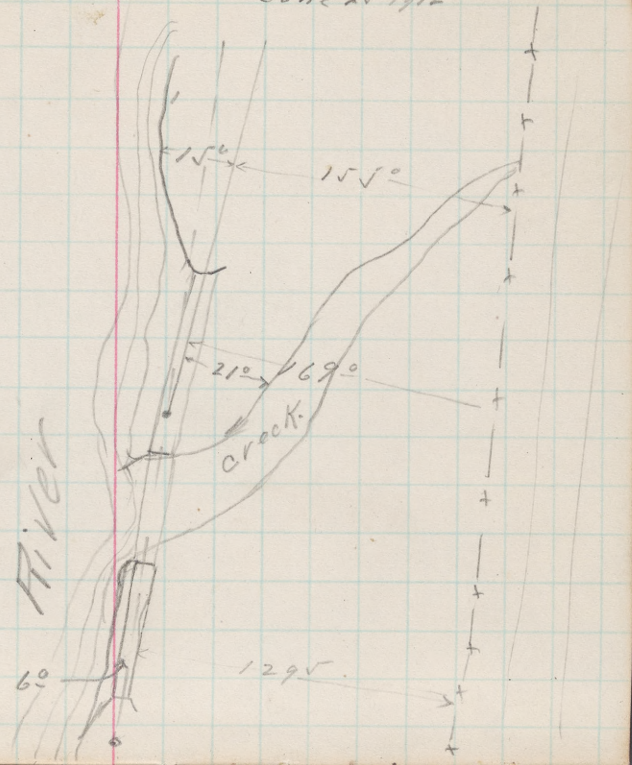
109 +91^{9}	2°14' Rt.
+45	
	Trestle on Sills and Frame Bents.
+11^{5}	
109+00	
+22^{45}	fence
108+00 △	Cent Track
89+81^{2}	A.B. Sw. to Left.
0+00	Pt Sw to Markham Br.



Duncan Mills.
Markham Br.
(Plotted F.K.)

June-25-1912

112		
111+22.6		End Cribbing
111+00		
+97.55	1°17' Rt.	
+89.5		End Trestle
+11		
		Beg. Trestle
110		
+94.6		Cribbing
109 +91.9	2°14' Rt.	



117

116

+50 End B.H.

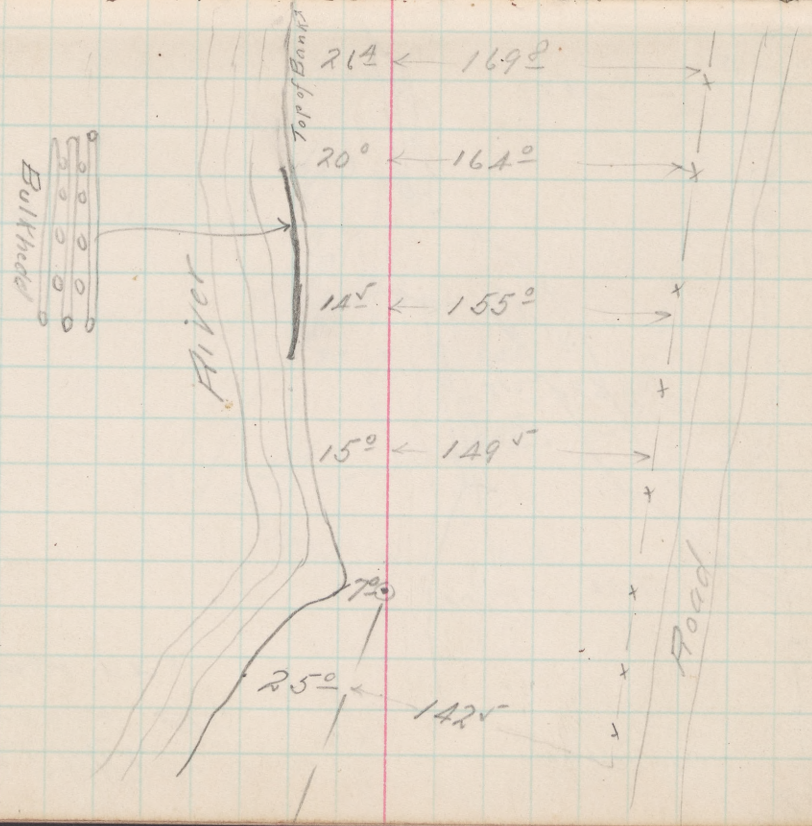
115

+08 Bulk H

114

+20.9 5°00' Lt.

113



June 25 - 1912

Duncan Mills.
Mackham Br.

122

(Plotted F.K.)

121

120

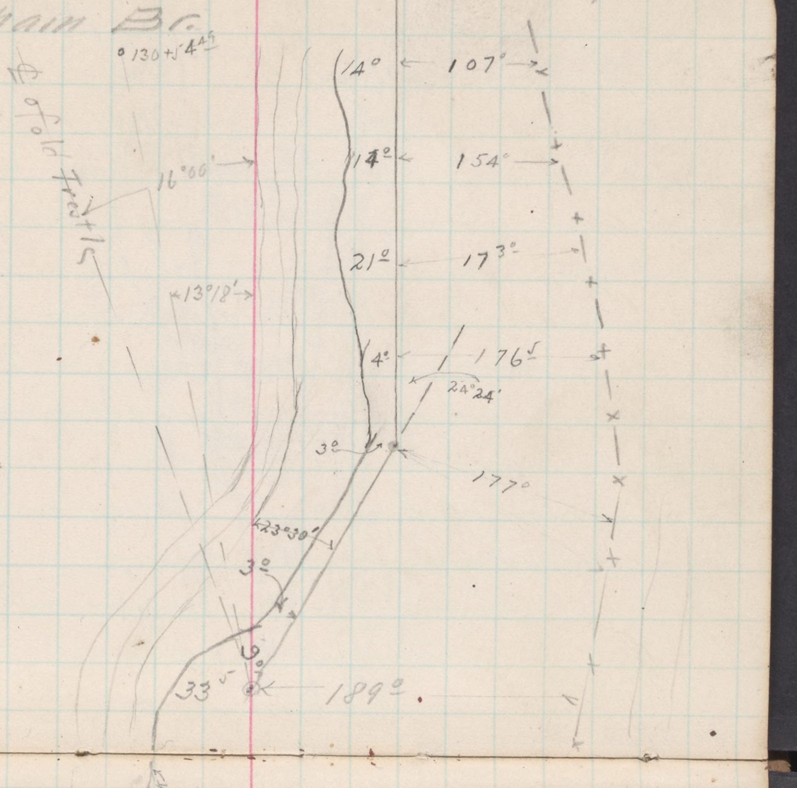
119

+77° 24°24' Lt

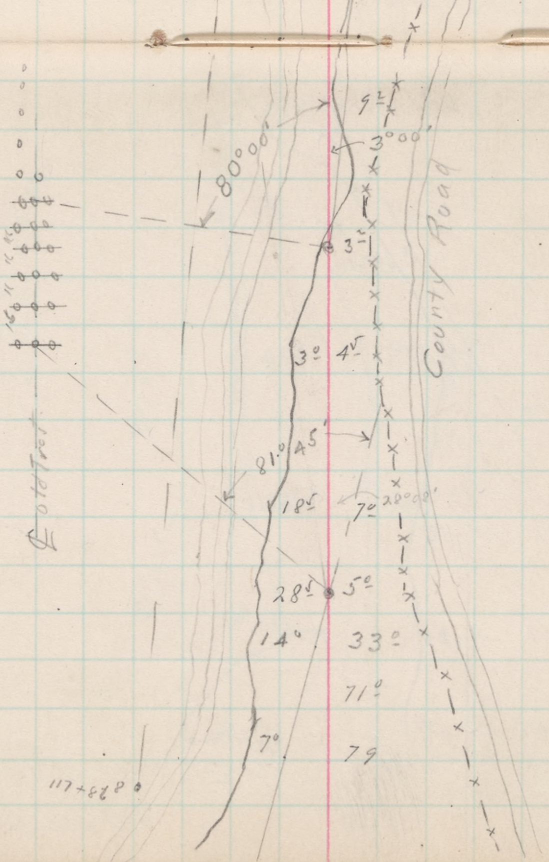
118

+87° End Track.

$+86^{8}$ 23°30' Rt.



127			
126+80			
126+30°	△	3°00'	Rt.
126			
125			
+50	○	28°08'	Lt.
124			
+26			
123			



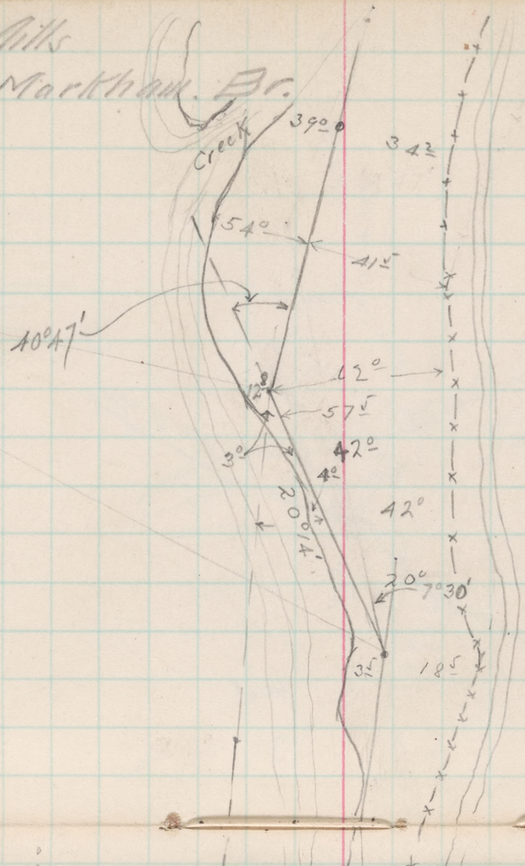
Duncan Mills

Markham Br.

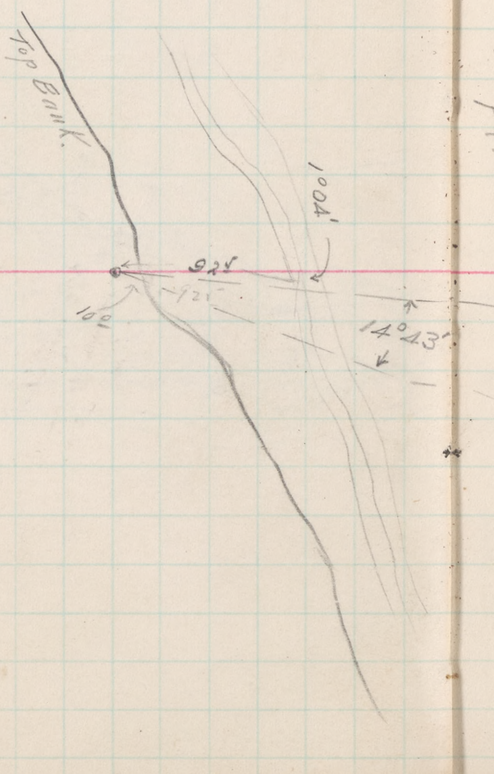
June 26-1912

(Plotted F.K.)

131 +89^96	= {C 1363+06, F 2+11.5}		℄ of Track
131			
130+54^49	△	40°47' Rt.	on old Road Bed
130			
129			
+75			
128			
127+75^67	△	7°30' Lt.	
127			



℄ of Grade
Willow Creek Line



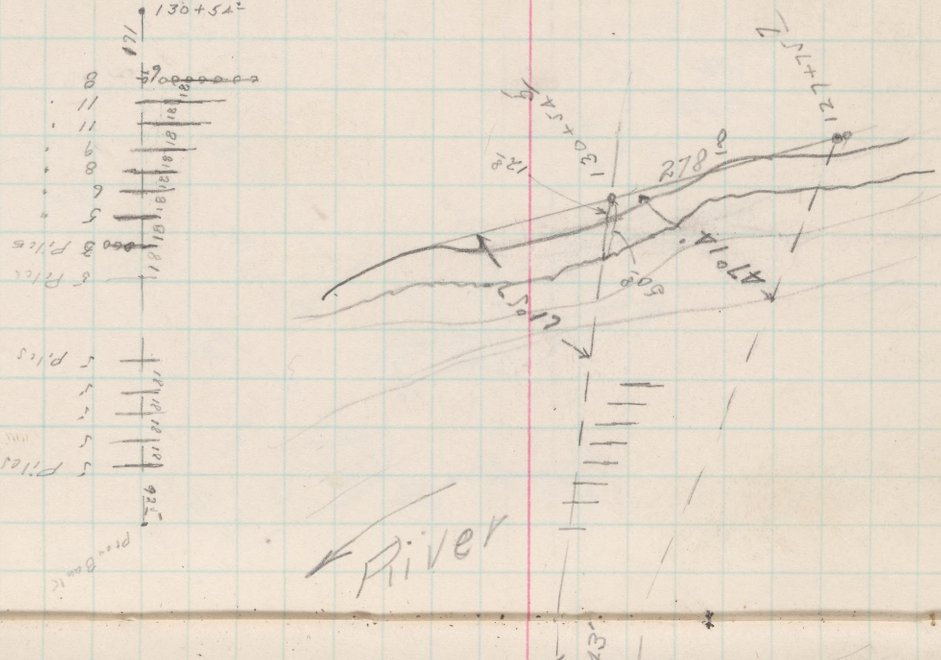
Duncan Mills

Markham Br.

June 26-1912

(Plotted F.K.)

76
84
160



2+71 End of Br.

2+24[7] ℄.

2+19 Begining of Br.

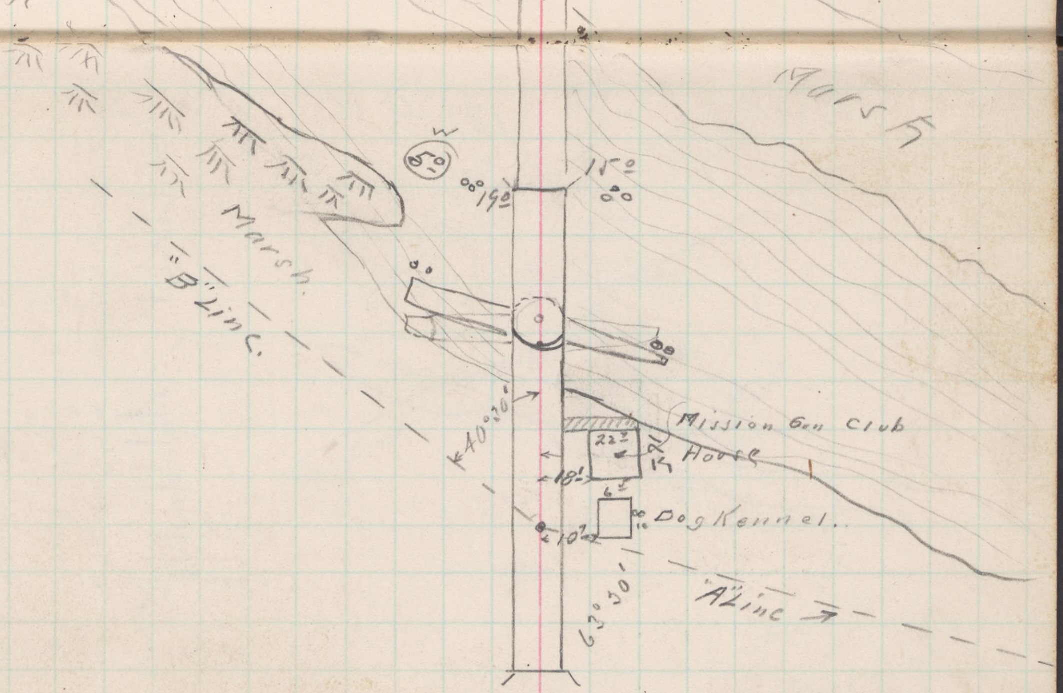
1+77 Water Line

1+01[2]

+76[3] • Angle Pt.

0+73[5]

0+00 Beg. of 24-B

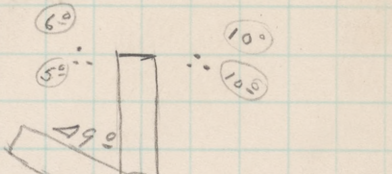


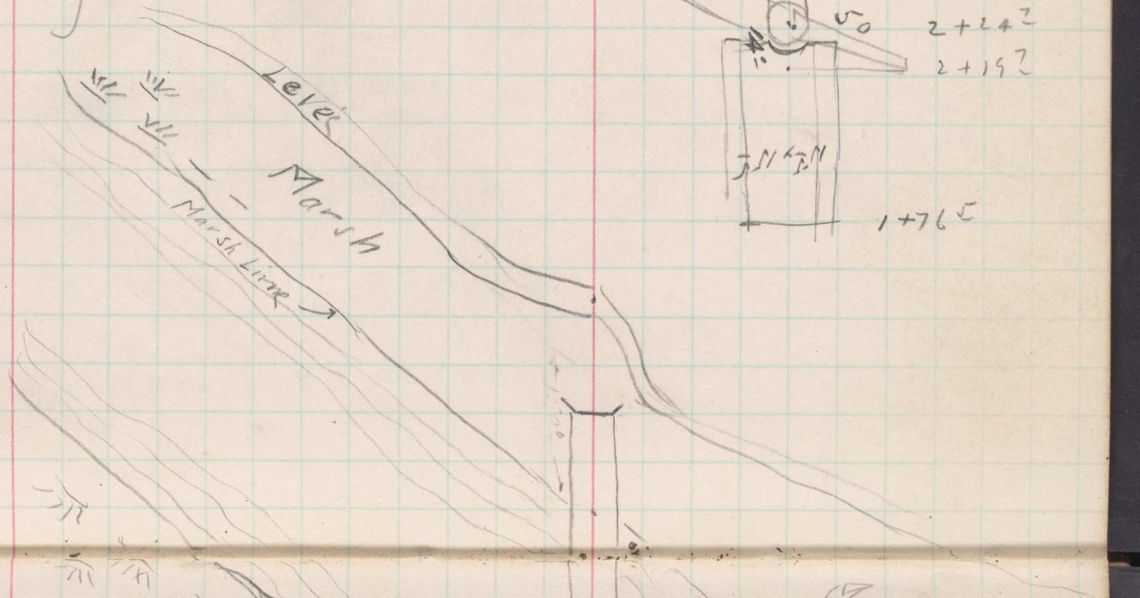
Novato Creek on Sonoma Br.

3+50 4 ft of Water
3+00 10 ft of W
2+71 10.8 ft of W
2+50 9 ft of W
2+25 9 ft of W.

Base of Rail to W. 6.5 ft.

at 2:45





6+30

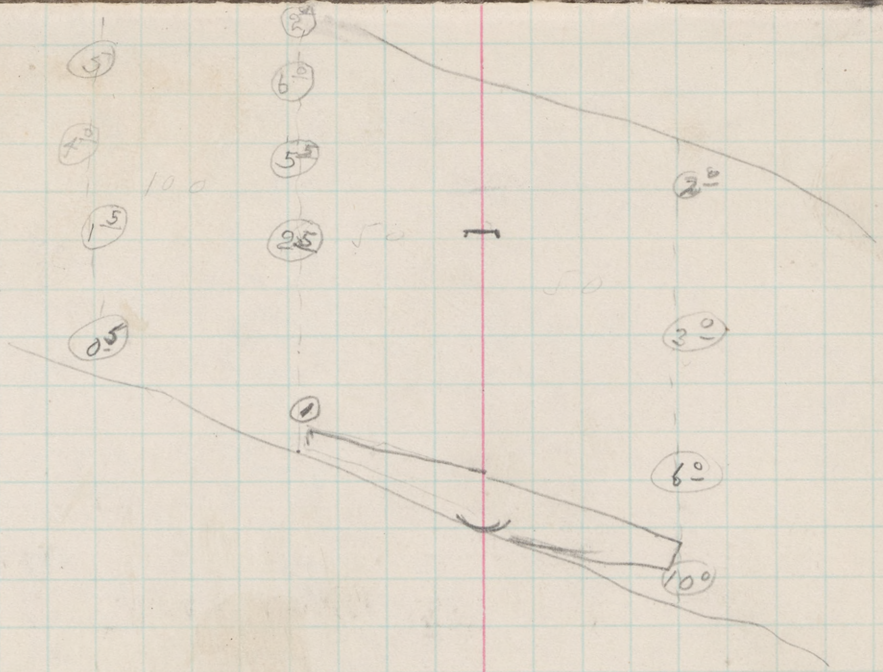
5+81.5 End of 24 B

3+95

+50		15 to W	80 acrost
3		20 to W	80 acrost
+50		30 to W	65 acrost.
2		37 to W	65 acrost
+50		45 to W	75 acrost
1+00		55 to W	75 acrost
0+50		60 to W	75 acrost.
0+00 Track	A Line.		

Navato Cr. on Sonoma Br.

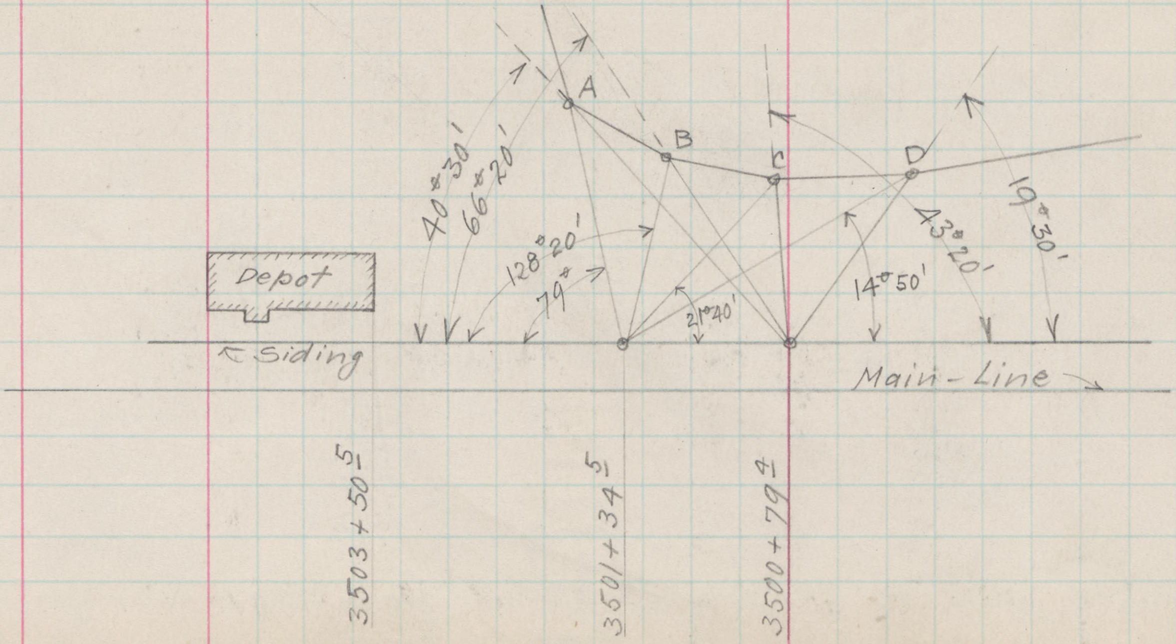
+50	60	to W	60 acrost
3	30 –	60 to W	80 acrost
+50	30 –	70 to W	80 acrost.
2	40 –	70 to W	90 acrost.
+50		55 to W	110 acrost
1		70° to W	100 acrost
+50		75 to Water.	85 acrost.
0+00 ℄ Track	B Line		


5
4.0
1.5
0.5
100
2.8
6.0
5.5
2.5
50
50
1
2.0
2.0
6.0
10.0

Novato Cr. on Sonoma Br.

79 + 79.8 End of Trestle 24-B.
76 + 67.5 End Br.
76 + 21.0 ⊙ Center Pin "Draw bridge #5."
73 + 96.1 West End Trestle 24-B

Locating Fence-Corners A, B, C, D

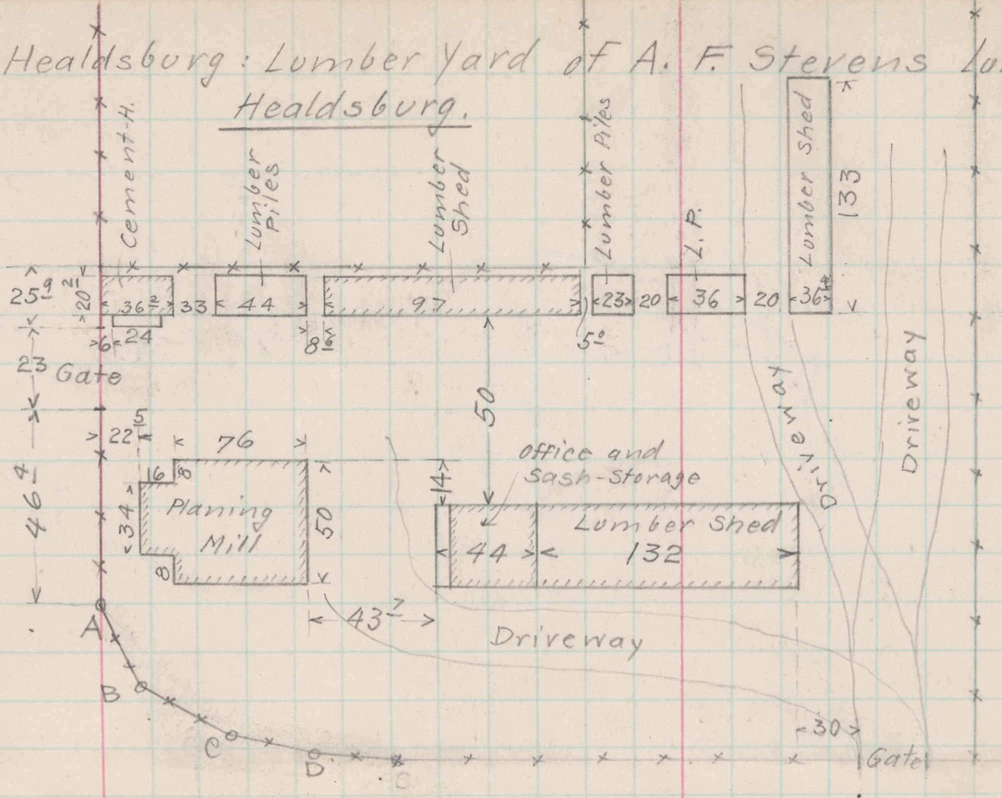


July 19th - 1912.

Healdsburg: Lumber Yard of A. F. Stevens Lumber Co.

Healdsburg.

(15)



3

+64 43 Big Trestle

2+60.6 B.C. 7° Rt.

2+50.2 E.C.

△ 8° 26

St. 54.89

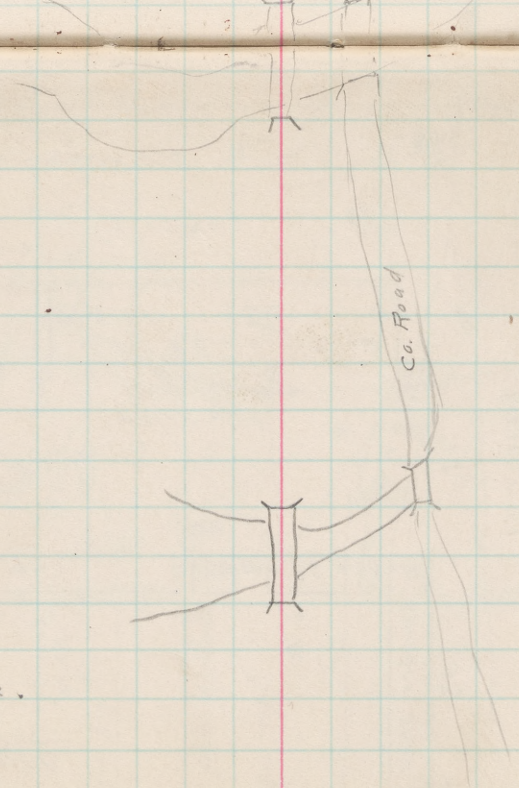
1+53.92

1+40.7 C.C. 7° 42' Lt. Trestle

1+23.35

0+00 P.O.C. on 17° Curve Left.

3.48 Rt of △ L° 1318+28.4



Duncan Mills   Aug 6-1912

Markham Br.

+50

9

+50

8

+50

7

+50

6

+27° △   23°30 R.

5

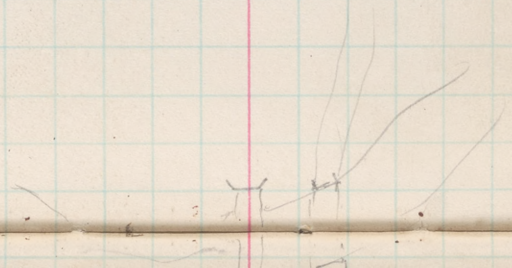
$+92^{6}$ = △ 108 (See Page 8)

$+10^{6}$ E.C.

4

$+10^{52}$ End Trestle. △

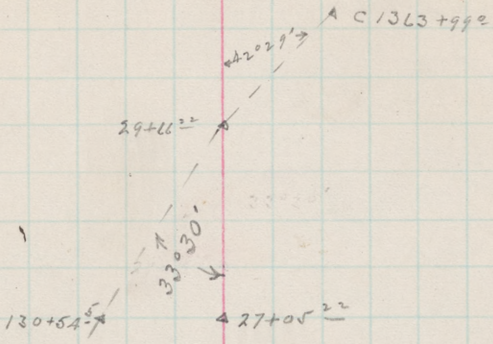
3



+76^{86} =		L-1333+90° △ J.E.W.
15		
14		
13	△	5°27' Rt.
+50		
12		
+50		
11 +00	△	21°00' Lt.
+50		
10		
+97^{0}		℄ Co. Road.
9+65^{4}		County Road fence

Duncan Mills Markham Br. Aug - 7 - 1912

29 + 66 22	△		= {P 2+61 / C 1363+06.0} = 131 + 89 96 (See Page 10)
27 + 05 22	△	2° 51' Rt.	= {P 0+00 / L 1344+92.6}
25 + 19.1	△	10° 55 Lt.	
24 + 14.2	△	8° 31' Rt.	
22 + 80.8	△	4° 13' Rt	
19 + 96.6	△	11° 23' Lt	
17 + 49	△	27° 22' Lt.	
+ 76 86	=	L - 1333 + 90° △ J.E.W.	



Station	Notes	Cross-section readings
		49^{1} 10 6^{0} 00 5^{0} 6^{0} 22^{3}
+50		$\frac{18^{0}}{35}$ $\frac{20^{7}}{00}$ $\frac{20^{7}}{5^{0}}$ $\frac{21^{5}}{6^{8}}$ $\frac{21^{7}}{22^{5}}$
3	on Trest. Ground $\frac{-4^{7}}{00}$	$\frac{18^{3}}{42^{3}}$ $\frac{21^{7}}{7^{3}}$ $\frac{21^{3}}{00}$ $\frac{13^{7}}{7^{0}}$ Bridge 9^{6} $\frac{9^{4}}{25^{8}}$ Cr.
		Creek
+60		$\frac{8^{4}}{25}$ $\frac{19^{0}}{13^{5}}$ $\frac{19^{1}}{9^{0}}$ $\frac{21^{9}}{5}$ $\frac{21^{4}}{00}$ $\frac{21^{6}}{19}$ $\frac{21^{4}}{29}$
+50		$\frac{18^{0}}{57}$ $\frac{18^{7}}{9.5}$ $\frac{21^{4}}{5^{0}}$ $\frac{21^{4}}{00}$ $\frac{21^{3}}{22^{0}}$ Road $\frac{21^{4}}{33^{5}}$
2		$\frac{17^{6}}{43}$ $\frac{18^{3}}{10}$ $\frac{21^{3}}{00}$ $\frac{21^{2}}{5^{0}}$ $\frac{20^{3}}{6^{0}}$ $\frac{21^{5}}{30^{5}}$ $\frac{21^{6}}{40^{5}}$
+50	on Tres. Ground $\frac{-7^{6}}{00}$	$\frac{8^{0}}{25}$ $\frac{10^{5}}{8^{0}}$ $\frac{21^{7}}{00}$ $\frac{14^{1}}{7^{0}}$ $\frac{10^{7}}{16^{0}}$ $\frac{21^{3}}{26}$ $\frac{21^{9}}{38}$ $\frac{22^{0}}{47^{0}}$
1		$\frac{19^{2}}{40^{5}}$ $\frac{21^{0}}{7^{0}}$ $\frac{21^{9}}{00}$ $\frac{21^{1}}{7^{0}}$ $\frac{12^{0}}{18^{5}}$ $\frac{22^{9}}{42}$ $\frac{23^{0}}{51}$
+50		$\frac{10^{0}}{25^{0}}$ $\frac{20^{5}}{16}$ $\frac{22^{1}}{00}$ $\frac{22^{1}}{5^{0}}$ $\frac{16^{7}}{14^{5}}$ $\frac{20^{1}}{23^{0}}$ $\frac{25^{5}}{39^{0}}$ County Road $\frac{25^{5}}{48^{5}}$
0+00		$\frac{21^{4}}{22}$ $\frac{22^{6}}{00}$ $\frac{22^{6}}{8}$ $\frac{25^{8}}{10^{5}}$ $\frac{27^{2}}{30^{5}}$ $\frac{27^{2}}{42}$

Duncan Mills. Markham Br.

Station	Readings (left to right)
7	$\frac{14^2}{00}$ $\frac{15}{3^0}$ $\frac{f}{58}$ $\frac{20}{63}$ $\frac{25}{90}$ $\frac{f}{91}$
+58	$\frac{15^0}{00}$
+50	$\frac{15}{9^0}$ $\frac{16^3}{00}$ $\frac{20}{42}$ $\frac{f}{42}$ $\frac{25}{70.}$ $\frac{f}{76}$
6	$\frac{15}{34}$ $\frac{18^7}{00}$ $\frac{20}{5}$ $\frac{25}{45}$
+50	$\frac{15}{29}$ $\frac{18^4}{00}$ $\frac{20}{30}$ $\frac{25}{50}$
5	$\frac{15}{25}$ $\frac{19^5}{6^0}$ $\frac{19^5}{00}$ $\frac{19^5}{6^0}$ $\frac{20}{7^0}$ $\frac{22^8}{32}$ $\frac{22^9}{45}$ $\frac{25}{59}$
+50	$\frac{18^5}{57^0}$ $\frac{21^5}{10^0}$ $\frac{19^9}{6^0}$ $\frac{19^9}{00}$ $\frac{19^9}{5^0}$ $\frac{20}{6^0}$ $\frac{22^4}{96}$ Co. R. $\frac{22^4}{25^0}$
4	$\frac{18^7}{49^7}$ $\frac{21^8}{10}$ $\frac{20^3}{6^0}$ $\frac{20^3}{00}$ $\frac{20^3}{5^0}$ $\frac{21^6}{6^0}$ Co. R. $\frac{22^2}{22^3}$
+50	18^0 20^7 20^7 21^5 21^7

Station	Remark								
+50	✓	15/31	℄ Road/22	18/00	20/60	25/66			
10	✓ Ca Road.	15/18	f/16	17⁰/00	20/26	Barn.			
+50	✓	15/13	17⁰/00	fence/70	20/18	25/40			
9	✓	15/35	18³/00	20/24	f./35	Road	f./70	25/80	
+70.	✓	15⁰/00							
+63	✓	15/00							
+50	✓	15/80	17¹/00	20/44	f/62	25/104			
8	✓	15/5	15²/00	20/76	25/116				
+60	✓	16							
+56	✓	14⁵/00	15./19	20/93	25/110				

+60	✓	35/00
+50	✓	¢R./31 20/31 25/24 30/14 35/3 35³/00 40/13 45/30 50/40
		35⁰
+46	✓	
12	✓	¢Road/30 15/40 20/22 25/16 30/5 31⁶/00 35/12 40/29 45/46
+88⁰	✓	30/00
+50	✓	15/45 20/22 25/N 28⁶/00 30/10 35/20 40/40
+15	✓	11 25/00
11	✓	15/47 ¢R/31 20/23 23⁷/00 25/8 30/55
+75	✓	20/00
+50	✓	15 ¢Road 18 20 25

15 — ¢R./28 — 15/8 — 18.1/00 — 20/9 — 25/21 — 30/34 — 35/47 — 40/60

+84 — 20/00

+50 — ¢R./35 — 15/26 — 20/14 — 24.0/00 — 25/4 — 30/19 — 35/35 — 40/52 — 45/68

+41 — 25/00

14 — ft/50 — CR./40 — 15/30 — 20/22 — 25/7.2 — 27.1/00 — 30/8 — 35/28 — 40/47 — 45/64

+67 — 30.0/00

+50 — 15/46 — ¢R/36 — 20/21 — 25/15 — 30/4.0 — 31.5/00 — 35/9.0 — 40/24 — 45/43

13 — 15/44 — CR./32 — 20/27 — 25/18 — 30/8.0 — 34.9/00 — 40/16 — 45/32 — 50/52

17	15/49	CR/31	20/27	25/12	28.4/00	30/6.0	35/32
+80	25.0/00						
+50	15/44	CR/32	20/10	23.2/00	25/6.0	30/29	35/55
+04	20.0/00						
16	CR/24	15/9	18.9/00	20/11	25/41	30/58	
+79	15.0/00						
+50	CR/23	13.6/00	15/12	20/26	25/37	30/50	
+17	15/00						

	48	41	35	23	9°	00	3°	16	28
+50	R/36	15/26	20/18	25/10	30/3°	33^3/00	35/3°	40/13	45/23
19	CR/34	15/28	20/23	25/15	30/5	34^6/00	35/2°	40/17	45/36
+50	15/43	R/35	20/25	25/15	30/2°	30^5/00	35/20	40/36	45/48
+25						30/00			
18	15/44	R/38	20/22	25/2°	25^5/00	30/17	35/33	40/46	
+78						30/00			
17 +50	15/55	CR/47	20/39	25/36	30/21	33^5/00	35/8	40/34	
+10						30/			

22+00		R./11	12 5/00	15/14	20/21	25/34	30/42	35/55	
+50		R./11	12 9/00	15/10	20/23	25/32	30/48	35/56	
21		Road/16	15'/00	20/22	25/35	30/51	35/59	40/62	
+50	Road/36	15/21	19 2/00	20/10	25/23	30/36	35/49	40/59	45/68
+37			20/00						
+23			25/00						
+10			30/00						
20	R./48	15/41	20/35	25/23	30/90	33 5/00	35/30	40/16	45/28

25	CR / 23	15 / 16	20 / 11	25 / 1	25^{5} / 00	30 / 8	35 / 16	40 / 24
+92					25 / 00			
+50	C.R. / 22	15 / 15	20 / 7^{5}	23^{4} / 00	25 / 25	30 / 15	35 / 25	40 / 36
24	CR / 18	15 / 15	20 / 11	23^{0} / 00	25 / 3^{0}	30 / 10^{0}	35 / 19	40 / 28
+60				20 / 00				
+50	C Road / 13	15 / 7^{0}	19^{9} / 00	20 / 1^{0}	25 / 12	30 / 21	35 / 34	40 / 44
23	C.Road / 15	15 / 8	20 / 1^{0}	20^{9} / 00	25 / 5^{5}	30 / 15	35 / 19	40 / 24
+55				15 / 00				
22+50	R / 13	13^{8} / 00	15 / 3^{0}	20 / 14	25 / 24	30 / 31	35 / 51	

27	Edge Road.		10/28	15/8	17.2/00	20/12	25/11.75	30/26	35/34	
+69	Cent Road				15/00					
+50	Edge Road		10/27		14.6/00	15/5.0	20/12	25/21	30/32	35/41
26		10/29	R./9		14.8/00	15/1.0	20/6	25/15	30/25	35/30
+99					15/00					
+85					20/00					
+68.5					25/00					
+50	CR./25	15/20	20/16	25/5	27.5/00	30/5	35/12	40/20		
25	CR.	15	20	25	25.5	30	35	40		

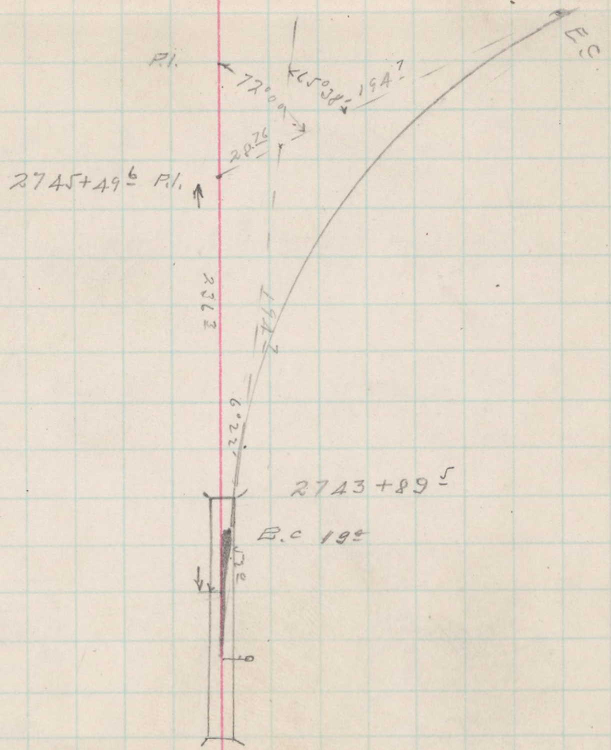
+50		$\frac{9^{4}}{58}$	$\frac{11^{9}}{18}$	$\frac{11^{9}}{8^{0}}$	$\frac{10^{4}}{00}$	$\frac{\text{fence}}{26}$	$\frac{10^{4}}{26}$	Road $\frac{11^{4}}{37}$	$\frac{11^{4}}{48}$	
29	℄ on fence	$\frac{8^{1}}{100}$	$\frac{7^{9}}{57}$	$\frac{11^{1}}{50}$	$\frac{11^{1}}{40}$	$\frac{9^{9}}{00}$	$\frac{12^{1}}{19}$	Road	$\frac{14^{1}}{28}$	
+50		$\frac{9^{8}}{32}$	$\frac{\text{fence}}{14}$	$\frac{8^{8}}{12}$	$\frac{12^{0}}{00}$	$\frac{15^{2}}{12}$	Road	$\frac{15^{0}}{21}$		
+08					$\frac{15^{0}}{00}$					
28		$\frac{10}{30}$	$\frac{15}{2^{0}}$	$\frac{15^{5}}{00}$	Cent. $\frac{\text{Road}}{5}$	$\frac{16^{0}}{11}$	$\frac{20}{20}$	$\frac{25}{23}$	$\frac{30}{28}$	
+50	Center Road.	$\frac{10}{26}$	$\frac{15}{95}$	$\frac{16^{0}}{00}$	$\frac{20}{8}$	$\frac{25}{13}$	$\frac{30}{21}$	$\frac{35}{31}$		

Duncan Mills.

Markham Br.

Aug-8-1912

+		
5	fence Line 17.2 to Corner	
+33.4	E.C.	
4		
+50		
3		
+50		
2		
+50		
1		
+88.0	B.C. 19°	
+86.5	Pt Frog	
0+00	Pt. SW.	



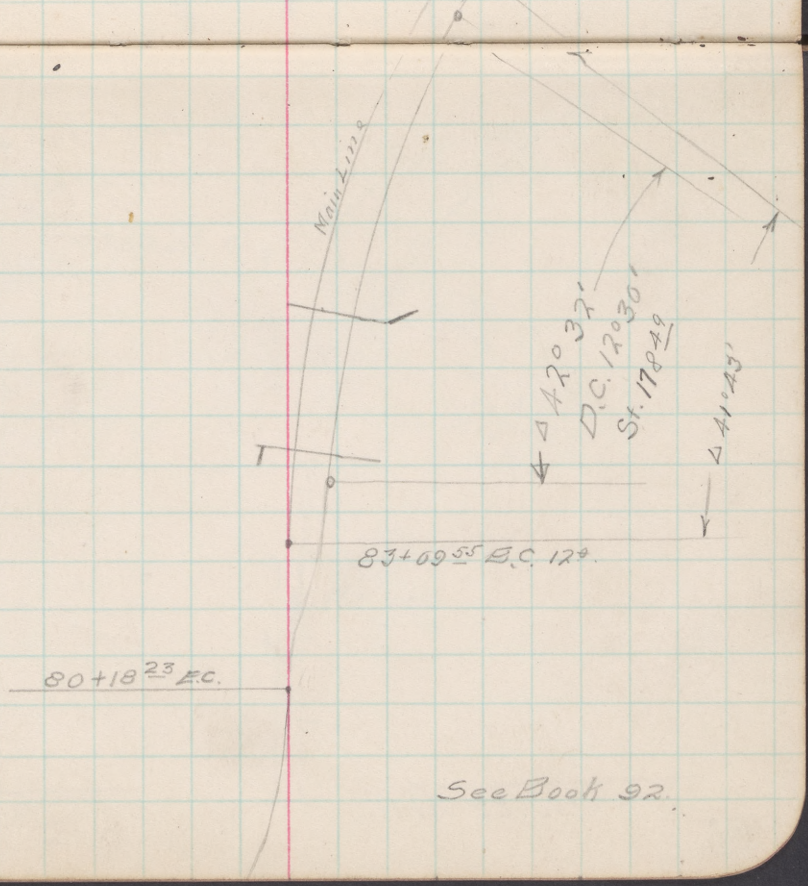
Santa Rosa

July 22-1912

194.7
28.76
223.46

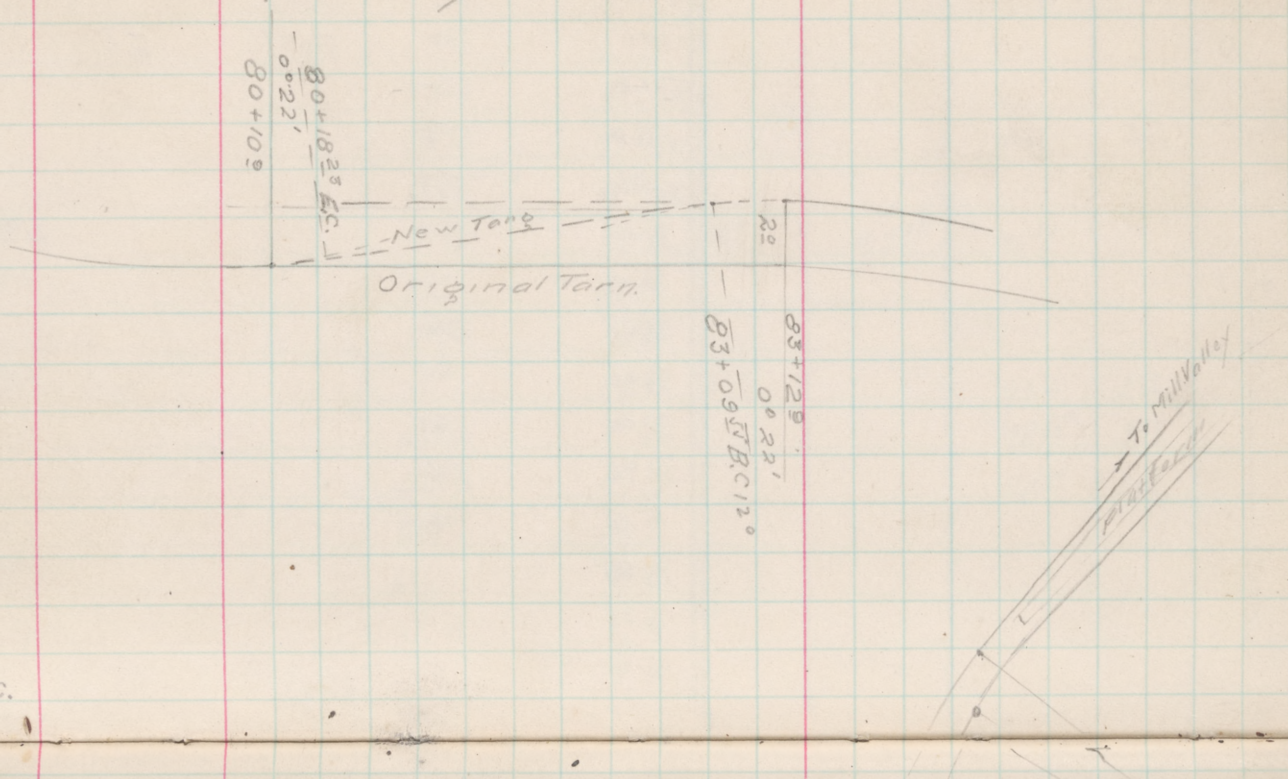
+57.7	2nd Crossing	81° 45' Lt	(8° Rt old Crossing)
5+20.8	1st Crossing	80° 38' Rt.	(5° Rt old Crossing)

		Δ 41°43' St.
$83+89^{5}$	End Br.	
$83+70^{8}$	Beg. Br.	
$83+09^{55}$ B.C.	12°.	
$80+18^{23}$ E.C.	New	Δ 0°22'
$80+10^{9}$ P.O.C. 5°	Old E.C.	



See Book 92.

Mill Valley Aug-1912



86+57² E.C.

+98.2 ¢ 1st Bent			11.59	92.57			
T.P.	4.29	102.32	6.13	98.03	102.49		
3+05.0			12.98	89.34			
+13.2 ¢ 2nd Bent				88.35			
+16.0			12.61	89.71			
+21.0			12.13	90.19			
+26.0			12.18	90.14			
+28.2 ¢ 3rd Bent				89.92			
+37.0			12.50	89.82			
+43.2 ¢ 4th Bent				92.59			
+45.0 Top of Bank			4.97	97.35			
+57.7 ¢ Blk.			4.73	97.59			
4+00 Blkhd.			4.77	97.55		99.00	3.49
+66.28 E.C.			4.73	97.59			
T.P.	2.79	100.64	4.47	97.85			
5+00			3.41	97.23		98.60	3.89

Level ———
x – 0 4.00% –

Grades North Western Lbr Co

Sta.		+Rod	H.I.	-Rod	Elev.	+Rod	H.I.	Top Rail Grade Elev.	Rod
Assumed Elev —		4.160	104.160		100.00				
E. End ML Trestle				4.54	99.62				
W. End Trestle				5.05	99.11				
E End Trestle				4.87	97.70				
0+00	Top Rail			6.12	98.04				
0+73.8	Top Rail			5.66	98.50	3.83	102.33	98.50	
1+00				5.79	98.37				
1+35.0	Top of Bank			5.81	98.35				
1+50.0	Bottom of Bank			7.89	96.27			98.71	3.62
2+00				6.34	97.82			98.85	3.48
+50				6.92	97.24			99.00	3.33
+73.8	E.C.			6.66	97.50				
+83.7	℄ 1st Blk.			6.61	97.55				
+85.0	Edge Bank			6.71	97.45				
+91.0				10.41	93.75				
+98.?	℄ 1st Bent			11.59	92.57				

+0.28%

13+00		5.08	94.73	97.00	2.91
14+00		4.95	94.86	97.00	2.91
15+00.		5.80	94.00	98.00	1.91
18+86			95.86		

+100%

Note Account of Lumber piles could not give grades to End Track

Stakes for Grade Hoist. Grade.

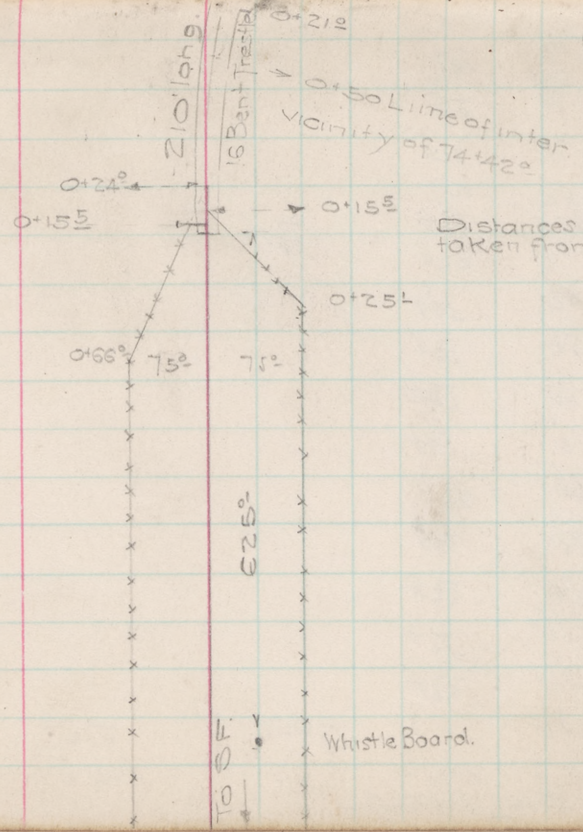
Elev. of Top of Sill is 96.88

		H.I. 100.64			+Rod	H.I.	Grade Elev	Rod	
6+00			4.44	96.20		100.59	98.20	2.39	
6+20 Bottom Ravine			6.42	94.22					
6+71.8 P.S.			3.30	97.34					
7+00			4.69	95.95			97.80	2.79	-0.40%
8+00			5.15	95.49			97.40	3.19	
+50			5.40	95.24					
9+00			5.90	94.74			97.00	3.59	x
+50			6.05	94.59					
TP	4.25	99.40	5.49	95.15					
10+00			4.51	94.89		99.91	97.00	2.91	
+50			4.88	94.52					Level
11+00			4.84	94.56			97.00	2.91	
+50			5.14	94.26					
12+00			4.57	94.83			97.00	2.91	
TP	4.55	99.81	4.14	95.26					
13+00			5.08	94.73			97.00	2.91	

18+00		4.80	96.60	98.35	4.25	
18+50.		4.20	96.20	98.13	4.07	✓

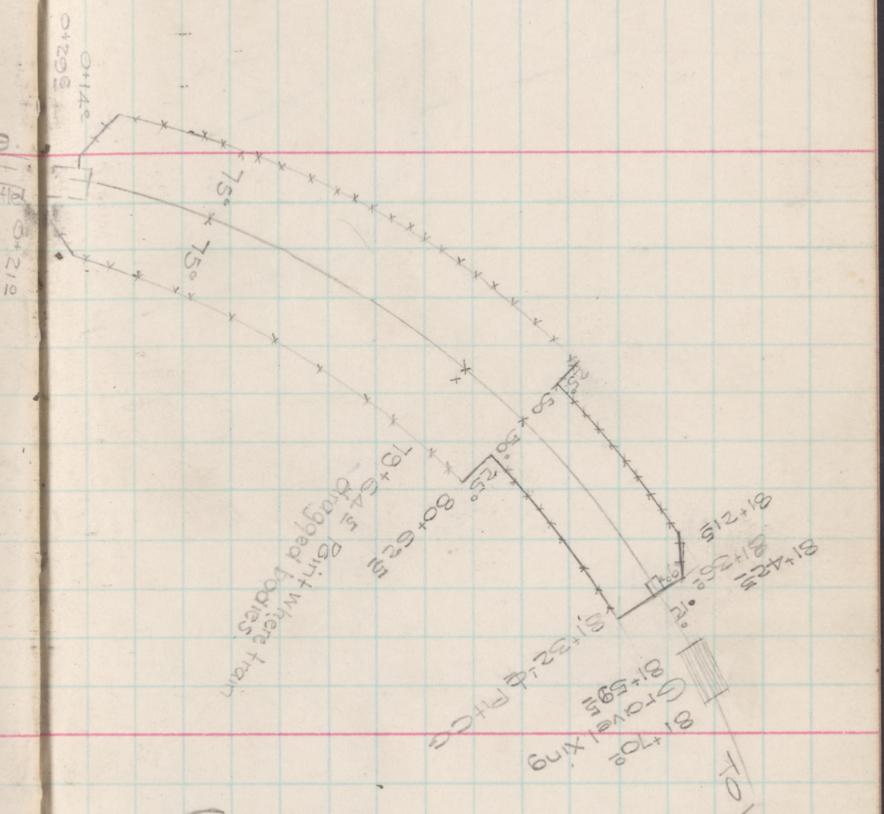
Grades Track No 5

Sta.	+ Rod.	H.I.	- Rod	Elev.	H.I.	Grade Ele	Rod.	Rate Grade.
	3.56	100.57		97.01	100.44			
7+50			4.80	95.77				
8+00			4.85	95.72		97.45	2.99	
+50			5.23	95.34				
9+00			5.60	94.97		97.15	3.29	+0.30%
+50			5.26	95.31				
10+00			4.87	95.70		96.85	3.59	
+50			4.97	95.60				
11+00			5.27	95.30		96.55	3.89	
12+00			6.05	94.52		96.25	4.19	
13+00			5.20	95.37	101.63	96.60	5.03	
T.P.	5.77	101.40	4.94	95.63				
14+00			6.00	95.40		96.95	4.68	
15+00			5.10	96.30		97.30	4.33	-0.35%
16+00			5.10	96.30		97.65	3.98	
17+00			4.95	96.45		98.00	3.63	
18+00			4.80	96.60		98.35	4.25	



Distances to fence
taken from. Face Blkhead

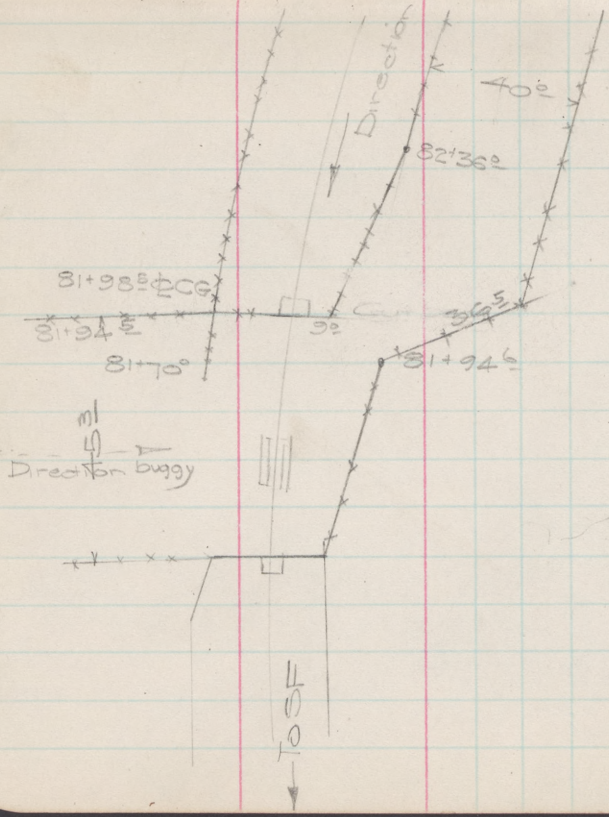
- Scene Accident -
1 Mile East Willits
Aug 27th 1912
Killing Mr & Mrs Upp & 3rd Daughter.
Train - Engine 105 Approx at 6pm.



- Curve -

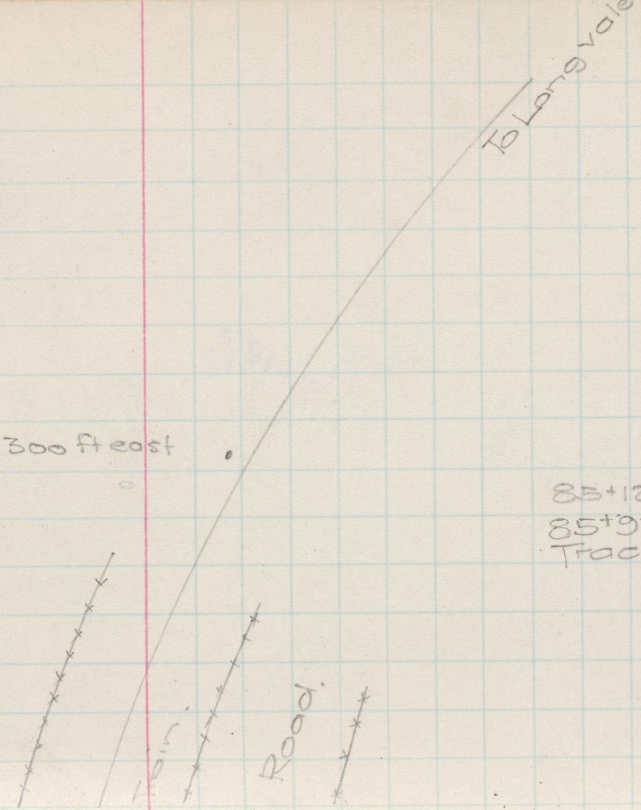
73+52^{1} B.C. Taper 1.
IΔ - 48°19' 75+62^{1} C.C. 4° Right.
85+60^{2} CC Taper 1.
87+70^{2} Ec.

- Accident Cont'd -



Should Estimate Cut to be
20' to 25' in depth
Really 16 ft high.

Cut begins at Cattle Guard.



Whistle board 1300 ft east of Xing

85+12° Beginning Cut
85+92° Person Standing in ℄ Track can see Road at Xing

2194+81[8] Pt. of Spl. Sw.

2194+00

2193+00

2192+98[6] box culvert

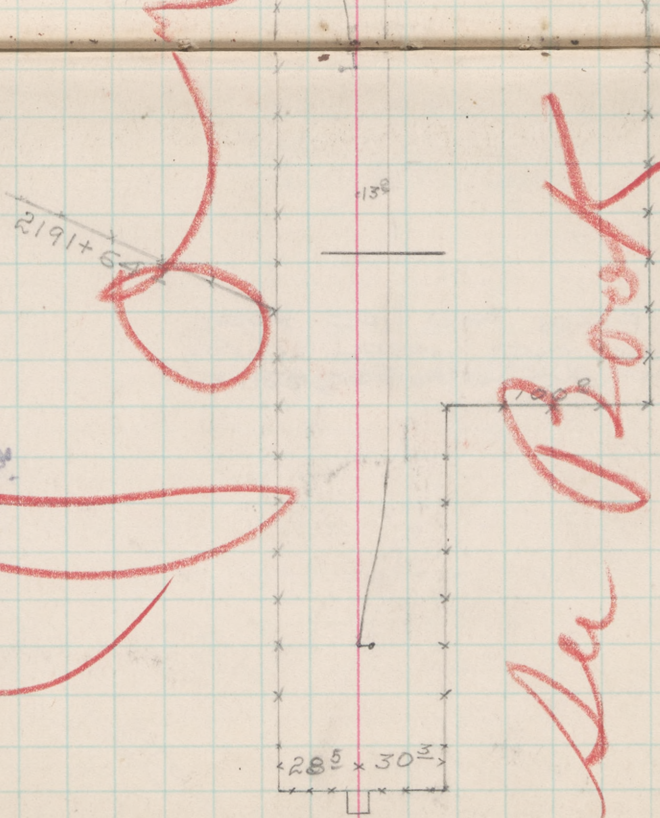
2192+30[8] Pt.∠ + to fence

2191+8[8] Line of fence

2190+00

2189+55[6] P. of. Spl. Sw.

2188+21[4] Pt C.G.



Penn Grove Aug 1912

note:-
For town Layout see M.W 738

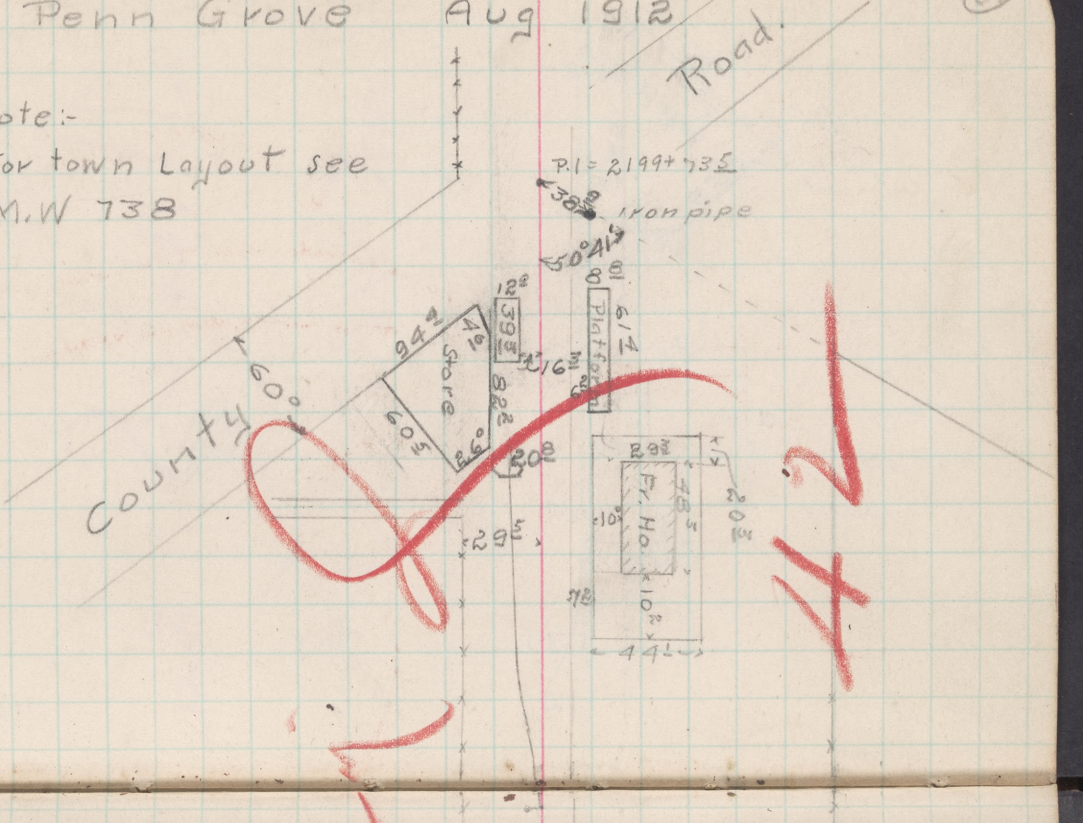
2199+75⁵ fence
2199+48⁹ Iron pipe
2199+00
2198+70⁸ East end Store
2198+31⁷ West end Depot
2198+25⁴ West end Platform

2197+74⁵ End of spur
2197+8⁵ ℄ 6' Board Walk.
2196+79⁹ West line of Fr. house

2196+00

2195+00

2194+81⁸ Pt. of Spl. Sw.



Penn Grove. Aug 1912

2206+63.1 Pt. of Spl. Sw.

2206+17.7 P.t C.G.

2206+00

2205+00

2204+00

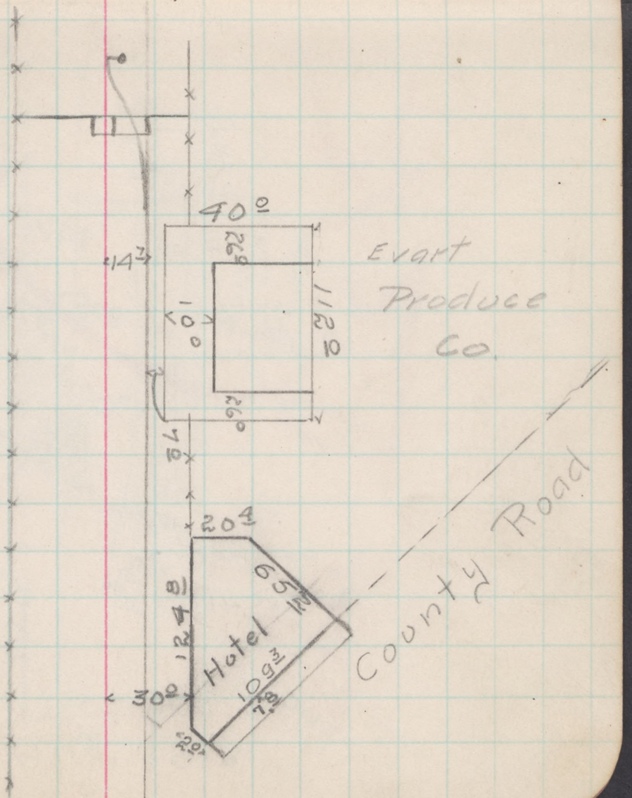
2203+79.0 west end Whse.

2203+00

2202+00

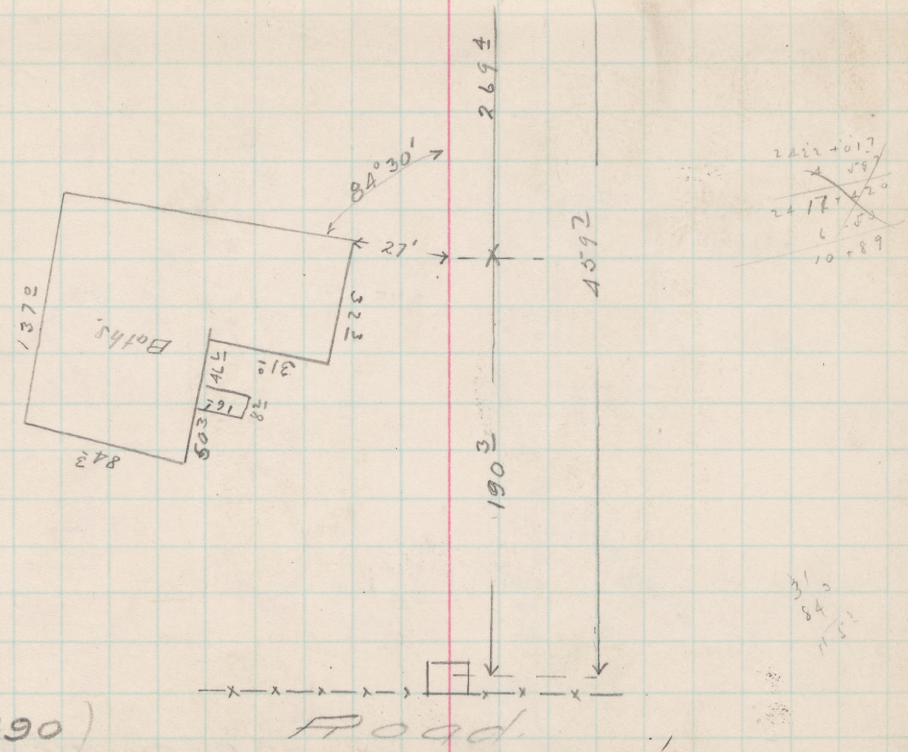
2201+00

2200+06 P.I. East St. Line.



Penn Grove

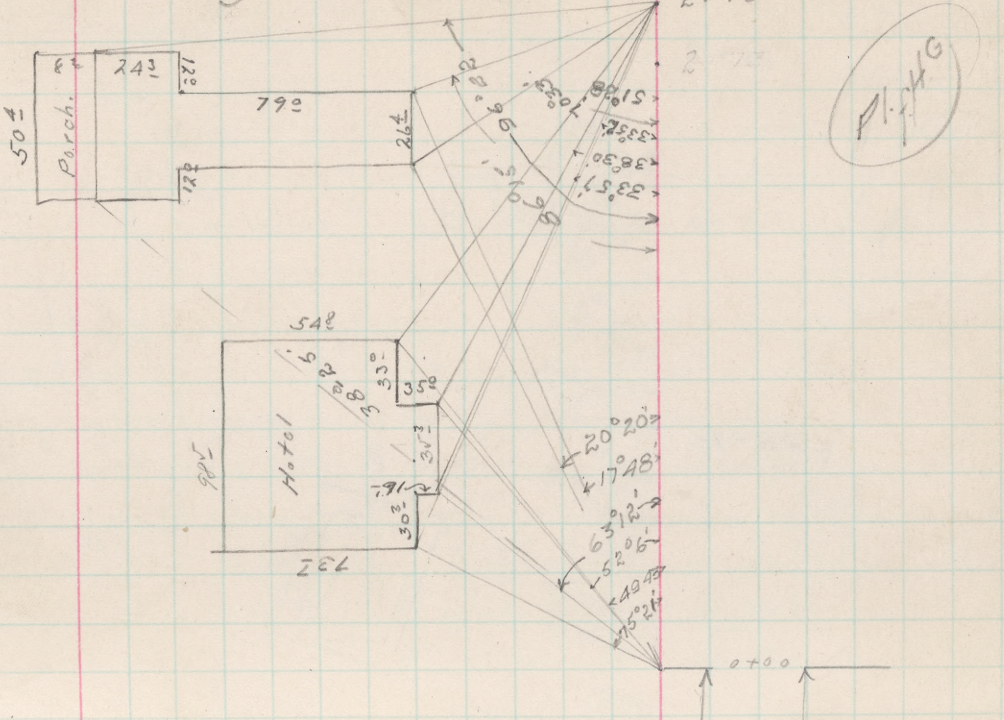
2420+11⁴



2422+01⁷ ℄ Cattle Gard 45-F.
(from Plan 290)

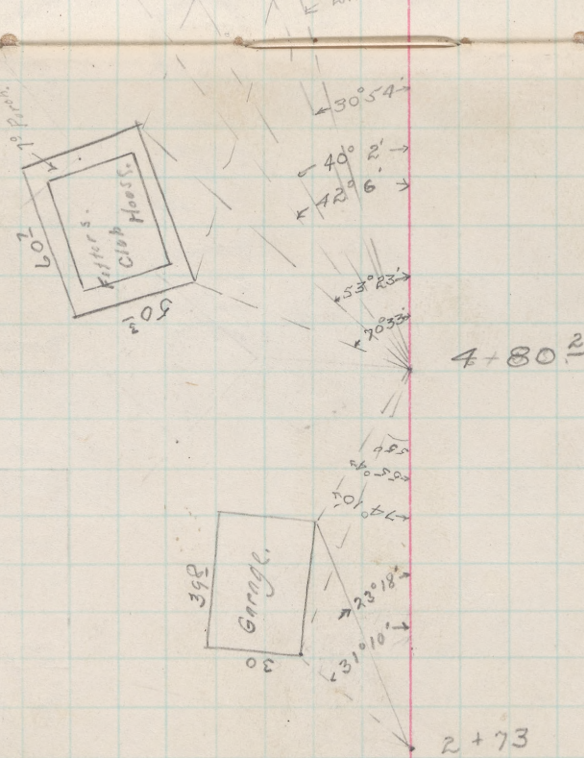
Buildings at Mrs. Geo. Fettes.

2414+69



2418+42°

2412+61.8



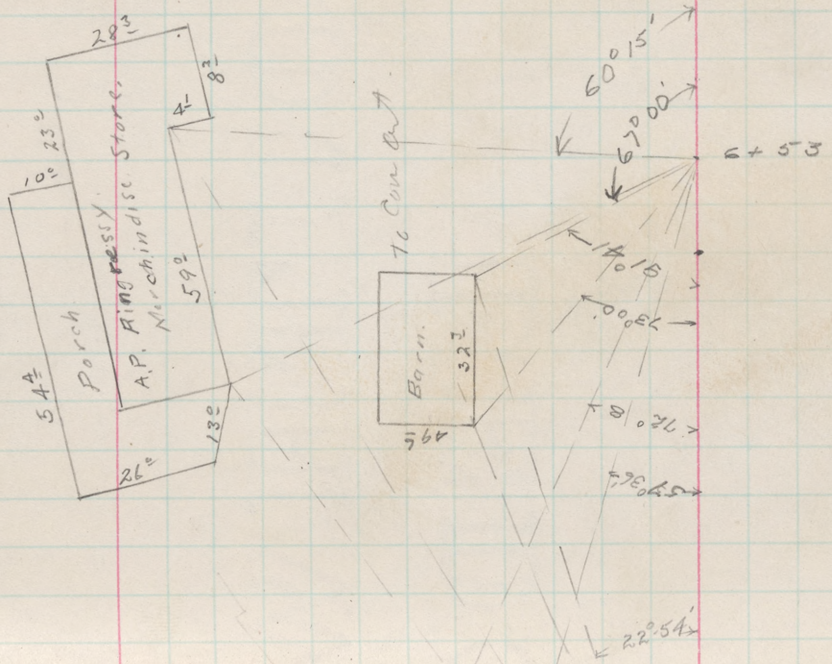
2414+69.0

Buildings. at Mrs: Geo Fetters.

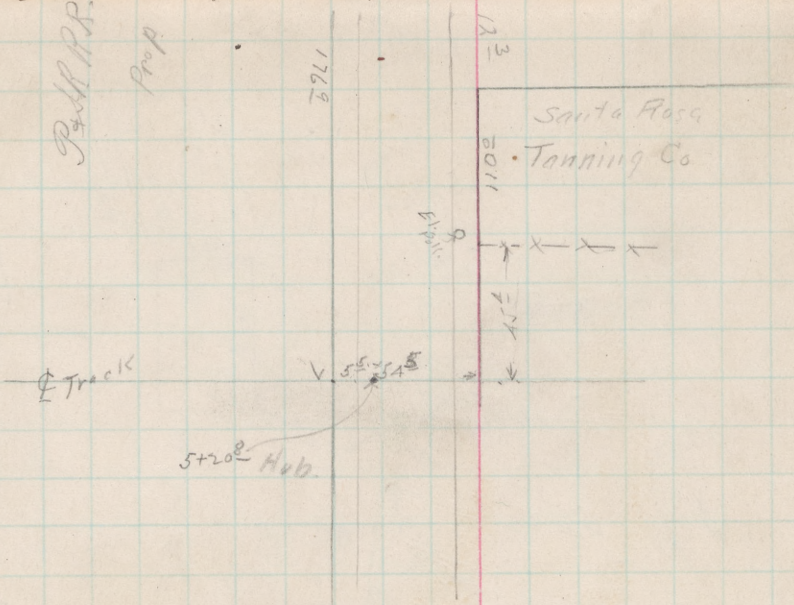
2409+17⁵ ℄ Privet Crossing

7+67 ℄ Closed Crossing

2410+89⁰



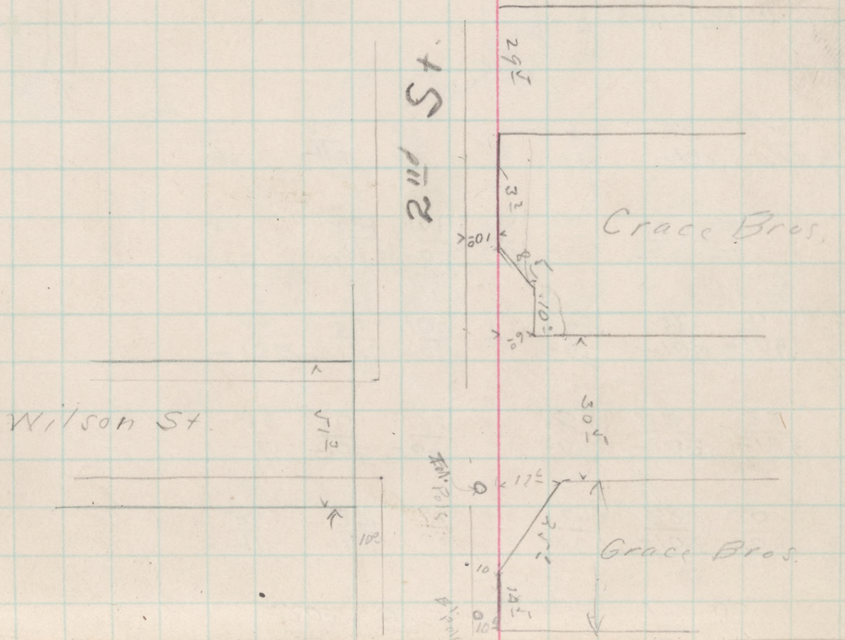
Pl. F19.


P&NRR
Prop
Santa Rosa
Tanning Co
℄ Track
5+20 Hub

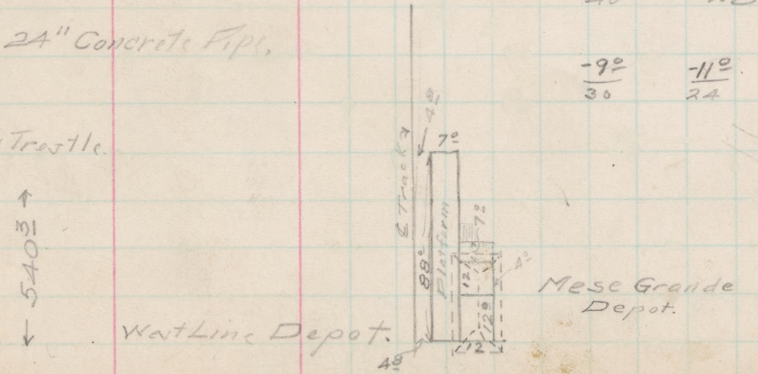
Santa Rosa Sept. 18-1912

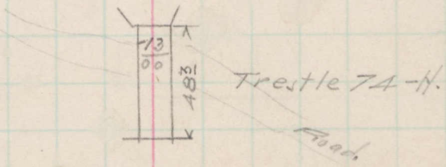
Grace Bros Spur.

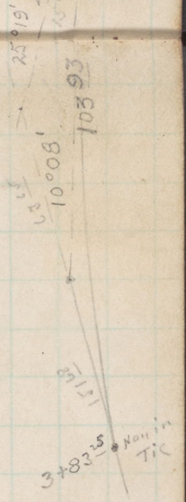
Pl. F/G



Station								
+50		$\frac{-4^{0}}{40}$	$\frac{-6^{0}}{25^{0}}$	$\frac{-2^{5}}{14}$	$\frac{}{6^{0}}$	$\frac{0^{0}}{0^{0}}$		
6		$\frac{-6^{0}}{30}$	$\frac{-6^{4}}{20^{0}}$	$\frac{-1^{8}}{9^{0}}$	$\frac{0^{0}}{0^{0}}$	$\frac{-0^{5}}{7^{0}}$	$\frac{-6^{7}}{17}$	$\frac{-7^{0}}{30}$
5		$\frac{-11^{5}}{35}$	$\frac{-11^{5}}{27}$	$\frac{0^{0}}{6^{0}}$	$\frac{0^{0}}{0^{0}}$	$\frac{-0^{5}}{6^{0}}$	$\frac{-10^{3}}{22}$	$\frac{-10^{0}}{30}$
4	3+99 = ∠-1103+ +83^{25} Nail in Tie	$\frac{-10^{0}}{39}$	$\frac{-10^{5}}{30}$	$\frac{-0^{5}}{9^{0}}$	$\frac{0^{0}}{0^{0}}$	$\frac{-0^{5}}{8^{0}}$	$\frac{-10^{3}}{22}$	$\frac{-10^{6}}{32}$
3		$\frac{-13^{8}}{40}$	$\frac{-13^{8}}{31}$	$\frac{-0^{5}}{10^{0}}$	$\frac{0^{0}}{0^{0}}$	$\frac{-0^{5}}{9^{0}}$	$\frac{-10^{6}}{22}$	$\frac{-10^{6}}{30}$
2	+63 ℄ 24" Concrete Pipe.	$\frac{-11^{0}}{40}$	$\frac{-11^{6}}{28}$	$\frac{-0^{5}}{10}$	$\frac{0^{0}}{0^{0}}$	$\frac{-0^{5}}{10}$	$\frac{-11^{6}}{30}$	$\frac{-10^{6}}{40}$
1	+45^{25} End Trestle.	$\frac{-9^{0}}{30}$	$\frac{-11^{0}}{24}$	$\frac{-1^{0}}{8^{0}}$	$\frac{0^{0}}{0^{0}}$	$\frac{-1^{0}}{9^{0}}$	$\frac{-14^{4}}{29}$	$\frac{-14^{0}}{40}$
0+00								







Proposed Line Change
Near Sheridan.

14+00 19+40 — ℄T. 1° ft Lt. — +60 / 32, +5 / 12, 00 / 9, 00 / 00, 00 / 4 — Slide (14+27, 13+82)

14+01 = Box 6"x12"

13 18+40 — ℄T-0 Lt. — +12 to 1 / 75, 00 / 8, 00 / 00, -1 / 11, -1 to 1 / 40 to River

+15 17+55 — End Cut.

12 17+40 — ℄Track — +1 to 1 / 77, 00 / 11, 00 / 00

Rock

11 11+40 — X — +10 / 16, +5 / 12, 00 / 8, 00 / 00, 00 / 9, +5 / 15

10 15+40 — +10 / 23, +2 / 9, 00 / 8, 00 / 00, 00 / 8, +5 / 11, +10 / 18

+41 Box 1'x6" 74-1

9 14+40 — +9 / 30, +8 / 14, +5 / 14, 00 / 8, 00 / 00, 00 / 8, +5 / 10

2 Stumps

8 13+40 — +9 / 22, +5 / 9, 00 / 8, 00 / 00, -0 / 9, -5 / 17, -11 / 31

+80 Δ about E.C.

7+80 Hub — 1434

7 12+40 — X — -2 / 27, -3 / 20, -1 / 16, -1 / 10, -00 / 5, 00 / 00, -1 / 9, -6 / 20, -6 / 30

+50 — -4 / 40, -6 / 25, -25 / 14, 00 / 6, 00 / 00

25°19'

6 — -6 / 30, -6 / 20, -1 / 9, 00 / 00, -0 / 7, -6 / 17, -7 / 30

+50 94 Δ X

+20 64 25+60 94 Trestle.

20 25+40 3

24+90 +60

24+83 +43 4

4°57' Lt. Chord 218 72

74-ft.

Trestle

19 24+40 0

+ 50 23+90 (24+90)

+31 23+72 2 Δ B.C. Curve Lt

18 23+40 3

+ 16 0 23+11 3 Big Rock Cut

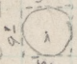
17 22+40 0

16 21+40 3

15 20+40 3

¢ Track 0.3 Lt.

18+73 0 ¢ Water Tank } 10 0 d.



+13 5

Rock Cut. ¢

-8.1 / 37 0	-8.2 / 31 0	-6.3 / 29 0	-8.2 / 18 0	-1.1 / 7 0

-7.1 / 48 · -6.8 / 23 · 0.0 / 4 0 · 0.0 / 0.0 · 0.0 / 5 0 · -19 0 / 30

-10 5 / 28 · -9 5 / 16 · -1.0 / 0.0 · -11 0 / 18 · -12 8 / 28

-13 2 / 50 · -11 7 / 31 · -4 0 / 12 · -4 0 / 0.0 · -5 3 / 8 · -10 1 / 19 · -12 4 / 27

-10 0 / 30 · -1 0 / 12 · 0.0 / 0.0 · 0.0 / 5 0 · -0 8 / 7 0 · -0 2 / 12

+90 0 / 22 · +1 2 / 12 · -0 7 / 6 0 · 0.0 / 0.0 · 0.0 / 17 ✓

¼ to 1 / 35 (Toe Slope) 0.0 / 6 0 · 0.0 / 0.0 · 6 0 / 17 ✓

+ ½ to 1 for 25 0 · 0.0 / 10 · 0.0 / 0.0

+ ½ to 1 for 12 0 · 0.0 / 11 · 0.0 / 0.0

Big Cut.

+5 2 / 50 · 0.0 / 29 · -5 2 / 15 · -1 4 / 8 0

End Cut.

+1 5 / 20 · +1 5 / 13 · 0.0 / 8 0 · 0.0 / 0.0 · -1 8 / 9 0 · -2 5 / 12 · -7 0 / 16 · -7 0 / 30

+13 2 / 23 · +5 3 / 11 · +2 0 / 9 3 · 0.0 / 7 0 · 0.0 / 0.0 · 0.0 / 7 0 · +5 1 / 19 0

Proposed Line Change Sheridan. Sept-20 (36)

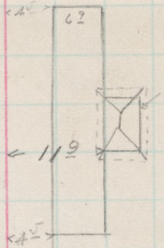
1912

28+02.3 M. Post	75									
27										
26	31+40.2				-7.8 / 31	-6.2 / 16	-0.4 / 6.0	0.0 / 0.0 -0.4 / 6.0	-4.2 / 12.0	-3.7 / 31
25	30+40.2				-4.5 / 32.0	-3.2 / 14	-0.5 / 6.0	0.0 / 0.0	-0.5 / 6.0 -3.7 / 17	-3.7 / 30
3°32' Lt.										
~~24~~ +03.32 E.C.	29+43.6				-6.0 / 32	-4.9 / 18	-1.4 / 12.0	0.0 / 0.0	-0.5 / 6.0 -4.4 / 14	-13.0 / 30
+50	28+90.2			-8.1 / 33.0	-1.7 / 27	-1.2 / 14.2	-1 / 5.0	0.0 / 0.0		
~~23~~ +00	28+40.2	-2.4 / 36.0	-5.7 / 30.0	-5.7 / 27.0	~~-2.4 / 9.0~~	-2.4 / 9.2	-0.6 / 6	0.0 / 0.0	-0.5 / 6.0	-16.4 / 30.0 ✓
+50	27+90.2			-5.7 / 32.0	-2.8 / 24.0	-3.3 / 15	-0.6 / 6.0	0.0 / 0.0		
22 +00 27+40	13°14' Lt.				-3.7 / 35.0	-3.7 / 13.0	-1.0 / 5.2	0.0 / 0.0	-0.0 / 5.2	-18.6 / 30 ✓
+50	Chord 352.09 / 21+90		-4.4 / 31.0	-4.7 / 14.0	-2.7 / 8.0		-0.6 / 6.0	0.0 / 0.0	-0.5 / 6.0	-1 to 1 for 20 ft ✓
21 +00 21+40.2				-5.1 / 31.0	-5.0 / 16.0		-0.7 / 5.0	0.0 / 0.0	0.2 / 5.0	-1/2 to 1 for 10 ft -1 to 1 for 10 ft
+50.94		-5.1 / 37.0	-5.2 / 31.0	29.0	-6.0 / 18.0	-1.7 / 7.2				

+67 9 End Platform.

{Co z 8.74 SHERIDAN SF 75.09.}
Elev 36ft

33 +09 1 West Line Depot.



9 x 13
Depot.

+58 0 West Line Platform (Wood c 0)

32

31

30

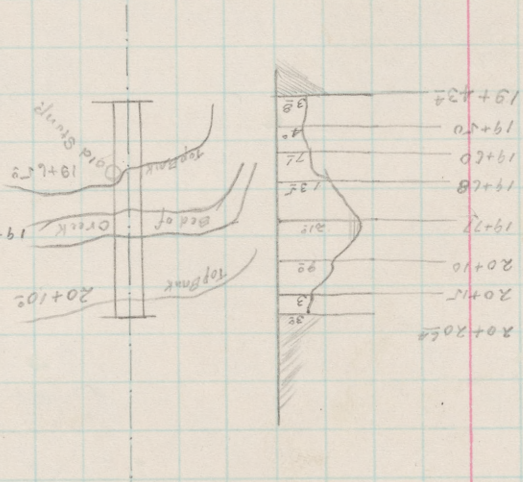
29

+98 7 △ ∠ Line

28

Proposed Line Change

between Mese Grande and Sheridan

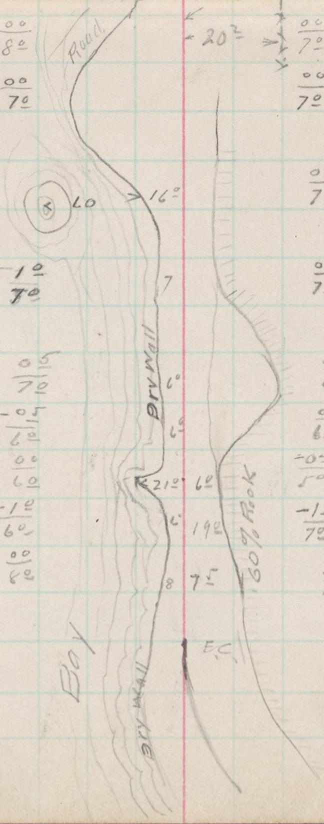


Trestle-74-K.

38+09¹ △ Apros B.C. Curve Rt.

34

Station	Left					Right				
4+00	$\frac{-6^0}{35}$	$\frac{-3^0}{31}$	$\frac{00}{19}$	$\frac{+2^0}{12}$	$\frac{00}{8^0}$	$\frac{00}{7^0}$	$\frac{+5^3}{21}$	$\frac{+5^3}{35}$		
+50	$\frac{-6^0}{55}$	$\frac{00}{50}$	$\frac{+6^6}{17}$	$\frac{+5^3}{12^0}$	$\frac{00}{7^0}$	$\frac{00}{7^0}$	$\frac{+5^3}{11^0}$	$\frac{+9^0}{21}$	$\frac{+9^0}{30}$	
3+00	$\frac{-6^0}{30}$	$\frac{00}{16}$	$\frac{+5^3}{10}$	$\frac{00}{6^0}$		$\frac{00}{7^0}$	$\frac{+5^3}{13}$	$\frac{+15}{29}$	$\frac{+15}{35}$	
+50	$\frac{7^2}{18^0}$	$\frac{-1^0}{7^0}$				$\frac{00}{7^0}$	$\frac{-1^7}{9^0}$	$\frac{00}{11}$	$\frac{+5^3}{21}$	$\frac{+10^3}{36}$
2+00	$\frac{-7^2}{15^0}$	$\frac{0^5}{7^0}$				$\frac{00}{6^0}$	$\frac{-4^9}{17}$	$\frac{00}{24}$	$\frac{+5^3}{36^0}$	
+50	$\frac{-7^2}{15}$	$\frac{-0^5}{6^0}$				$\frac{00}{6^0}$	$\frac{-4^0}{14^0}$	$\frac{00}{24}$	$\frac{+7^0}{32}$	$\frac{+15^0}{47}$
1+00	$\frac{-7^2}{25}$	$\frac{+1^0}{21}$	$\frac{00}{6^0}$			$\frac{-0^5}{5^0}$	$\frac{00}{6^0}$	$\frac{+15}{15}$	$\frac{+25}{35}$	$\frac{+28^0}{45}$
+50	$\frac{-7^2}{16}$	$\frac{-1^0}{6^0}$				$\frac{-1^0}{7^0}$	$\frac{-2^5}{9^0}$	$\frac{00}{19^0}$	$\frac{+2^3}{22}$	$\frac{+25^0}{35}$
0+00	$\frac{-7^2}{16}$	$\frac{00}{8^0}$				$\frac{00}{7^0}$	$\frac{+48^0}{50}$	$\frac{+50}{60}$		



0+00 Aprox EC Curve Rt.

9° or 10° Curve.

$M = \frac{55}{100} = 50$ ft.

Blakes Station.

Sept 26-1912

7+00 — $\frac{-7^{5}}{18}$ $\frac{0^{0}}{9^{0}}$ $\frac{0^{0}}{0^{0}}$ $\frac{0^{0}}{7^{0}}$ $\frac{-5^{7}}{15}$ $\frac{-5^{0}}{23}$ $\frac{0^{0}}{28}$ $\frac{+5^{3}}{37}$

32^{0} to fence →

6+50 — $\frac{-7^{5}}{15}$ $\frac{0^{0}}{8^{0}}$ $\frac{0^{0}}{0^{0}}$ $\frac{-1^{0}}{7^{0}}$ $\frac{-5^{3}}{14}$ $\frac{-4^{7}}{30}$ $\frac{0^{0}}{40}$

+25^7 Trestle 47-H. — $\frac{-7^{3}}{0^{0}}$

+11^4

6+00 — $\frac{-6^{0}}{18}$ $\frac{-3^{8}}{10}$ $\frac{0^{0}}{0^{0}}$ $\frac{0^{0}}{10}$ $\frac{-7^{0}}{14}$ $\frac{-6^{5}}{30}$

Wall Rock

+50 — $\frac{-6^{0}}{15}$ $\frac{-2^{0}}{9}$ $\frac{-1^{5}}{6^{0}}$ $\frac{0^{0}}{0^{0}}$ $\frac{-1^{0}}{7^{0}}$ $\frac{-5^{6}}{14}$ $\frac{-6^{4}}{50}$

Fence

24^{2}

5 — $\frac{-6^{0}}{14}$ $\frac{-1^{0}}{9^{0}}$ $\frac{-1^{0}}{6^{0}}$ $\frac{0^{0}}{0^{0}}$ $\frac{0^{0}}{7^{0}}$ $\frac{0^{0}}{19}$ $\frac{+0^{5}}{43}$

4+79^3 — <13^{0} 6^{5} Depot 24 <13^{0} Blakes Station

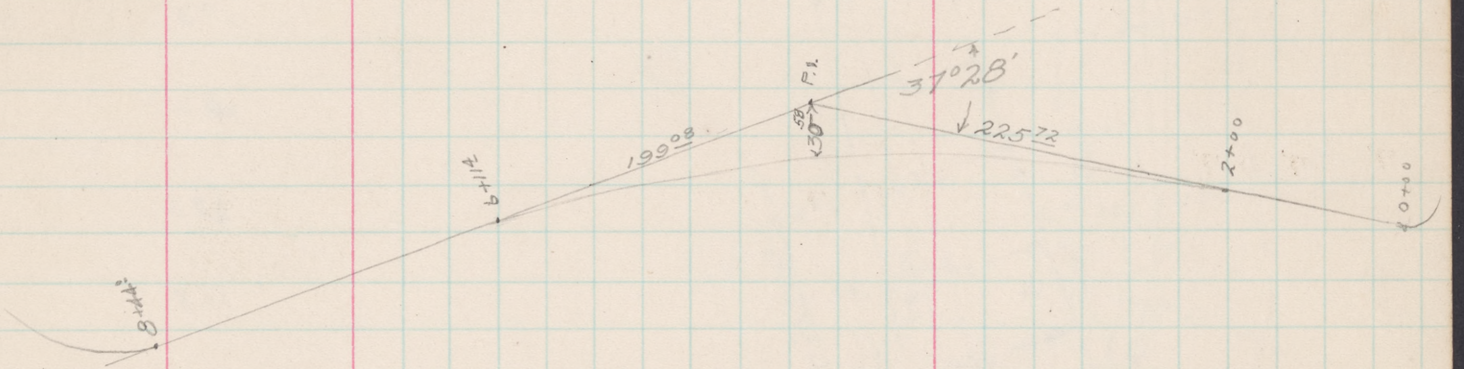
4+50 — $\frac{-6^{0}}{16}$ $\frac{-1^{3}}{11}$ $\frac{0^{0}}{5^{0}}$ $\frac{0^{0}}{13^{0}}$ $\frac{+1^{3}}{18}$ $\frac{+2^{7}}{38}$

-6^{0} -3^{0} 0^{0} $+2^{0}$ 0^{0} 0^{0} $+5^{3}$ $+5^{3}$

30 Ma=24=

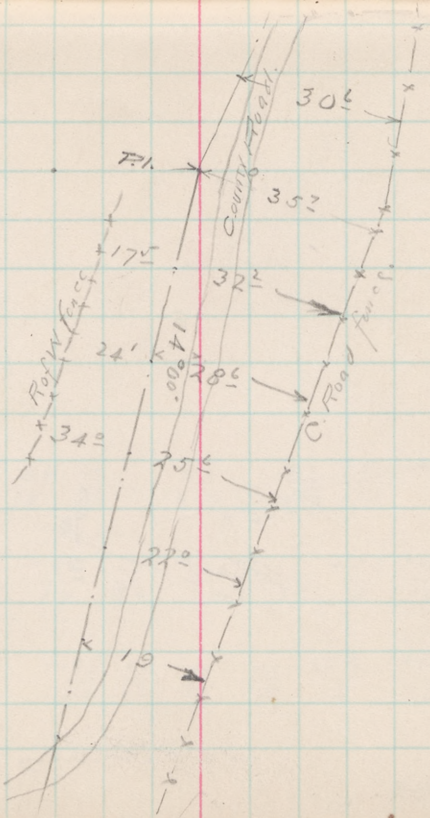
Station	Remarks								
8+50	Aprox Curve Rt. (M = 77/100 in 50 ft.)	−8.5 / 18	00 / 9.0	00 / 0 0	00 / 11	+5.3 / 18	+10.0 / 19	+18.0 / 30	
8+00		−8.0 / 17	00 / 8.0	00 / 00	00 / 7.0	+5.3 / 12	+10.6 / 15	+16.0 / 25	+18 / 40
7+50		−7.5 / 20	00 / 6.0	00 / 00	00 / 8.0	+5.3 / 16	+10.4 / 20	+15 / 35	

Blakes Station.



1+00

+50		
0+00 P.I.	℄ 10°	
+50	℄ 7°	
1	℄ 7°	
+50	℄ 6³	
2	℄ 8°	
+50	℄ 6°	



Blakes Station

Sept 26-1912 (40)

+50

3

+50

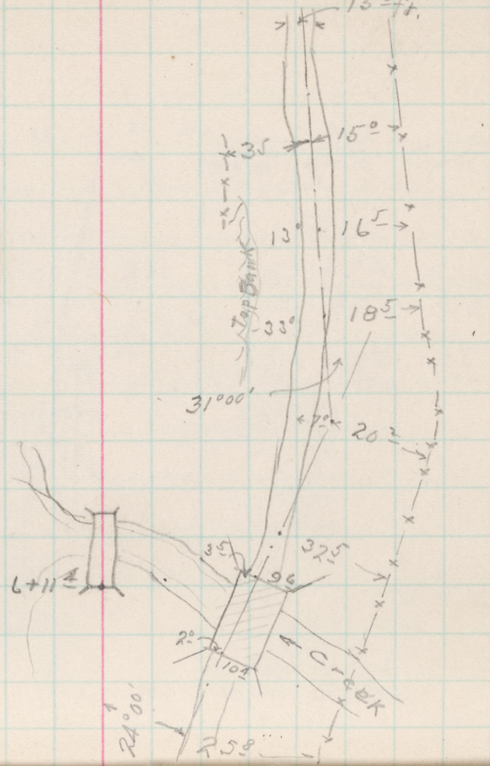
2+00

+50

+19!

+32 9

1+00



+50

2+00

1+67 9

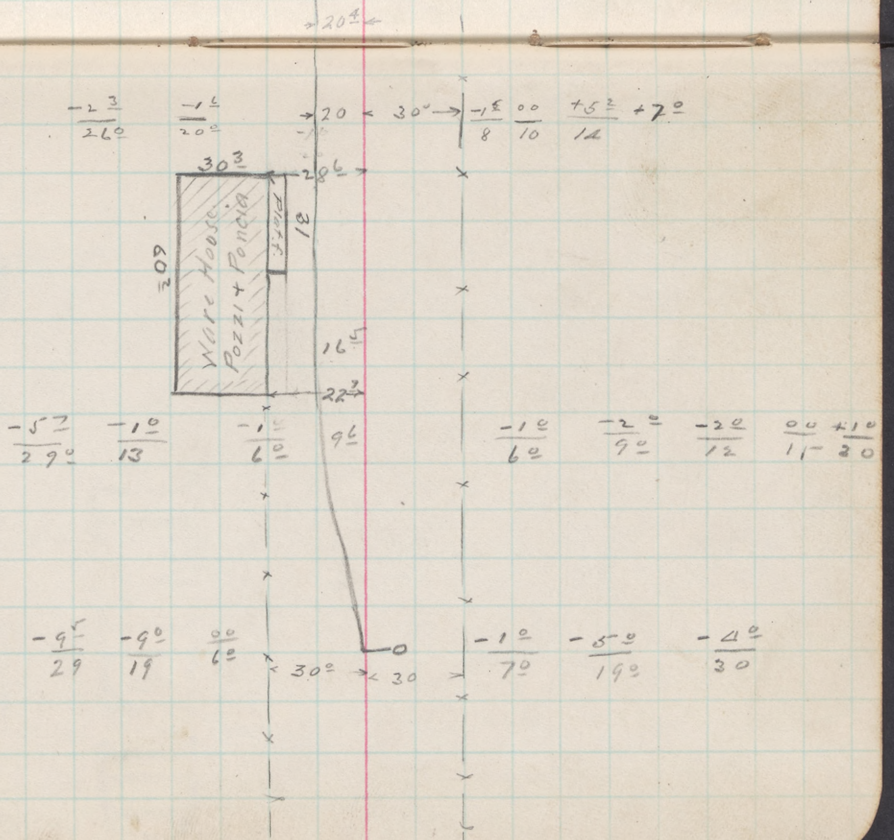
+50

1+07 8

1+00

+49 1 Pt Frog.

0+00 P.O.C 5°45'



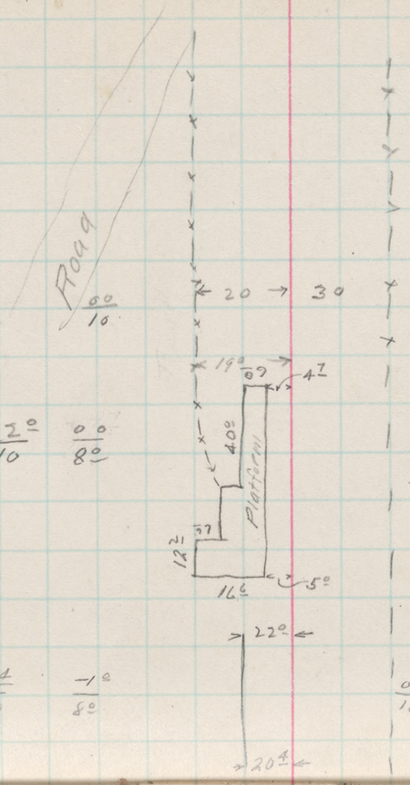
Fallon Oct 2-1912

6+00

PI EHG

5+00 $\frac{+8^{0}}{20}$ $\frac{0^{0}}{10}$ $\frac{00}{14}$ $\frac{+5^{2}}{14^{0}}$ $\frac{+12^{0}}{23^{0}}$ $\frac{+12^{5}}{30}$

4+08^8



4+00 $\frac{+7^{7}}{19}$ $\frac{+2^{0}}{10}$ $\frac{0^{0}}{8^{0}}$ $\frac{00}{9^{0}}$ $\frac{+22}{30}$

+38^1

+11^8 End Track

3+00 $\frac{+1^{4}}{29}$ $\frac{-1^{4}}{28}$ $\frac{-1^{0}}{8^{0}}$ $\frac{00}{10^{0}}$ $\frac{+5^{2}}{16}$ $\frac{+13^{4}}{30^{0}}$

+50

9

$8+89^{7}$

$8+70$ ℄ Traveled Road

$7+80^{5}$ Road Xing Sign.

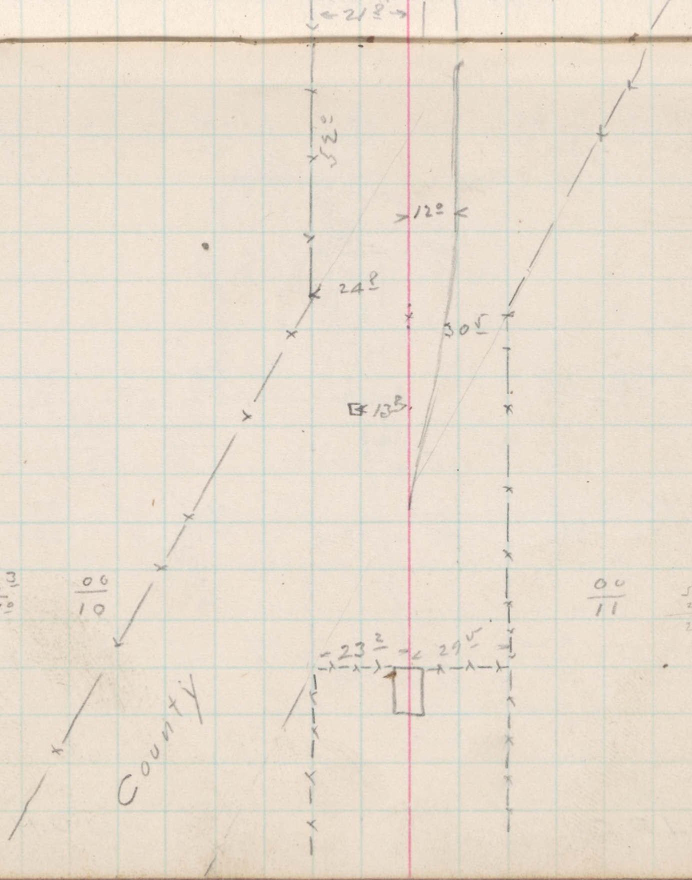
$+57^{4}$ Pt Frog

$7+08^{2}$ Pt Sw

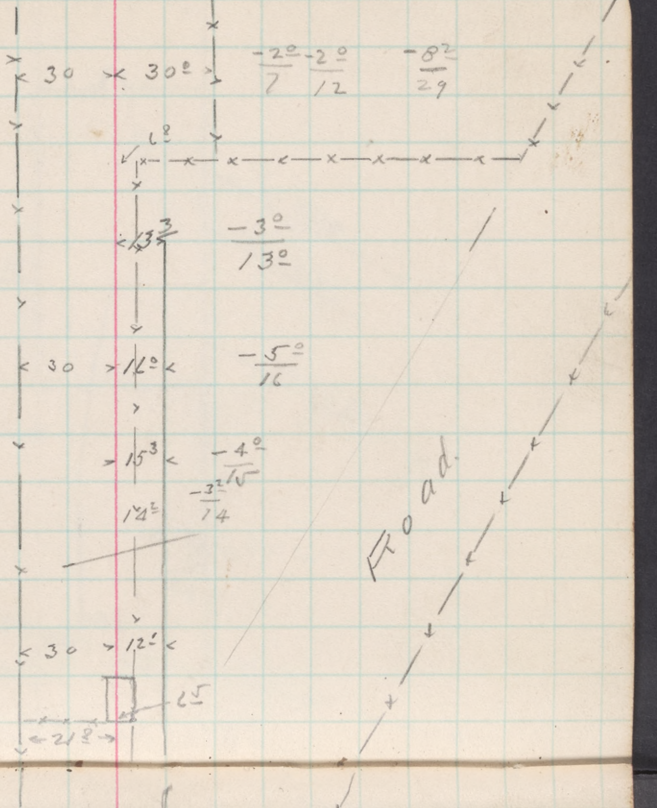
$7+00$ $\frac{+7^{0}}{50}$ $\frac{+4^{3}}{17^{0}}$ $\frac{00}{10}$ $\frac{00}{11}$ $\frac{+6^{3}}{18^{0}}$ $\frac{+6^{0}}{30}$

$6+88^{0}$ Pt. C.G. 54-K.

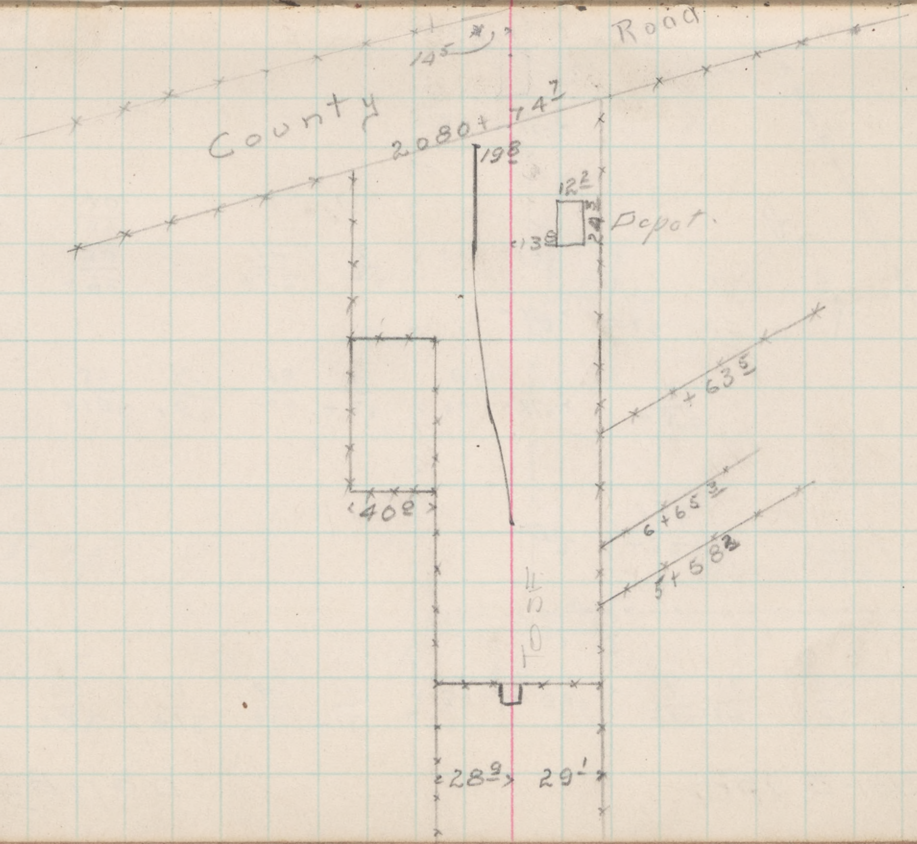
$6+80^{4}$



Station	Remarks						
15		$\frac{+4^2}{30}$	$\frac{+1^6}{11}$	$\frac{0^0}{8}$	$\frac{+1^6}{6^0}$	30 — 30⁰	$\frac{-2^0}{7}$ $\frac{-2^0}{12}$ $\frac{-8^2}{29}$
14+87⁵	fence					6⁰	
+36⁰	End Track					13³	$\frac{-3^0}{13^0}$
13		$\frac{+10^0}{30}$	$\frac{+5^3}{15}$	$\frac{-0^0}{10}$	$\frac{-2^0}{7}$	30 — 16⁰	$\frac{-5^0}{16}$
12						15³	$\frac{-4^0}{15}$
11		$\frac{+9^0}{30}$		$\frac{+5^3}{15}$	$\frac{-2^0}{6}$	14²	$\frac{-3^2}{14}$
10+51⁴	Box 1'x2' 54-M	$\frac{0^0}{30}$			$\frac{0^0}{6^0}$		
9+50						30 — 12¹	
9+28²	Pit C.G. 54-L					6⁵ ← 21³ →	
9+20⁵							



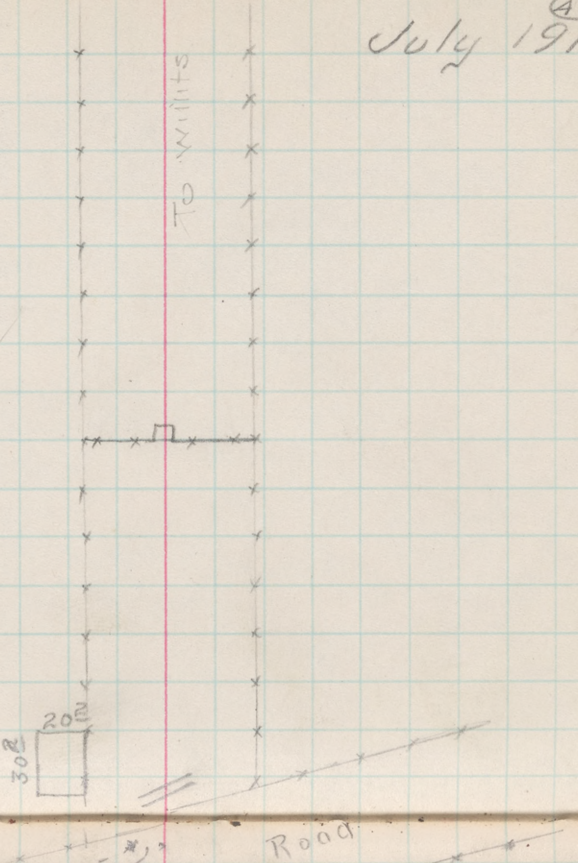
	+28^{1}	West end house
	+17^{3}	Xing sign.
	+3^{6}	℄ road
2081		
	+79^{5}	fence cor.
	+68^{1}	End Spur
	+58	fence cor.
2080		
	+33^{3}	Westend Depot.
2080		
2079		
	+63^{6}	fence Lt.
2078		
	+70^{1}	fence Rt.
2077	+96^{6}	fence Lt.
	+90^{0}	Sw. Pt.
	+74^{5}	fence R.t.
2076		
	+65^{5}	fence Rt.
2075		
2074	+90^{2}	Pit C.G.
2074		



Corona — July 1912

2085+21.7	Pit C.G.	
2084		
2083		
2082		
+37.6	2 24" Con. pipes	
+18.7	West end house	
+17.3	Xing sign.	

Closed by Jones
October 1912



+ 53.8 ℄ 20' Gate

2126

2125

2124

2123

+77.2 Pt. Swr.

2122

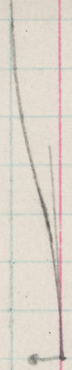
2121

+46.1 2-24" Con. pipes 29.2 29.3

2120

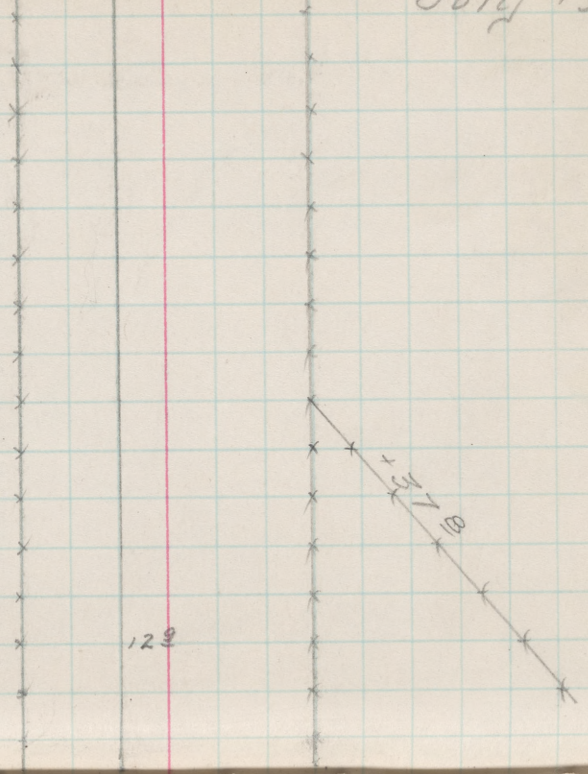
2113+72.8 C.C. 2° Rt. △ 48° 04'

2112+82.8 B.C. T.1 St. +t 1322.6

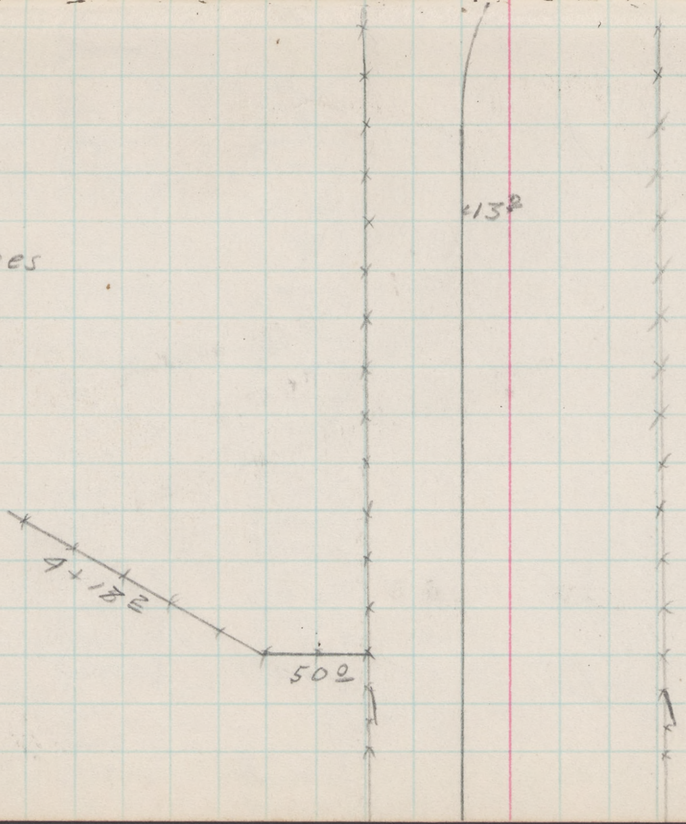


2134	
2133	
2132	
2131	
+20 8	fence Rt.
2130 +	
2129	
2128	
2127	
+ 53 8	c 20' Gate

Pl-A.E.B.



2141	
2140	
2139	
+29.6	4-1½' con pipes
2138	
+76.1	E.C.
2137	
+86.1	C.C. T.I.
2136	
2135	
+64.2	fence Lt.
+40	℄ 20' Gate
2134	



Ely July 12.

$+06^{6}$ xing sign

$+04^{5}$ Pt. C.G. 40E

2144 +

$+41^{7}$ Pt. C.G. 40D

$+25^{2}$ Sta. Sign

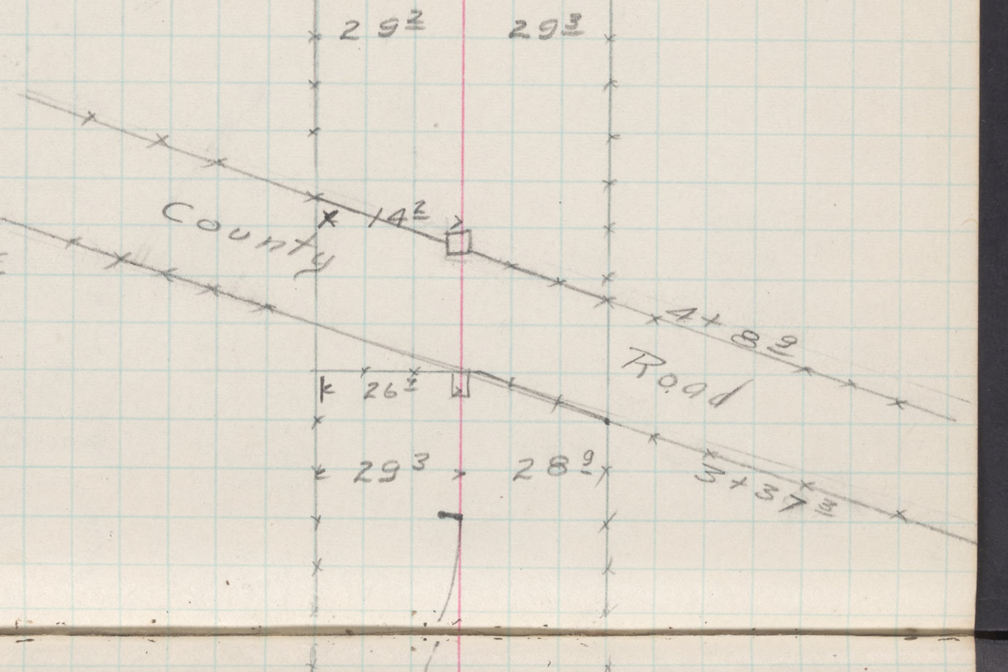
$+21^{2}$ fence cor Rt.

2143

$+51^{0}$ Pt. Sw.

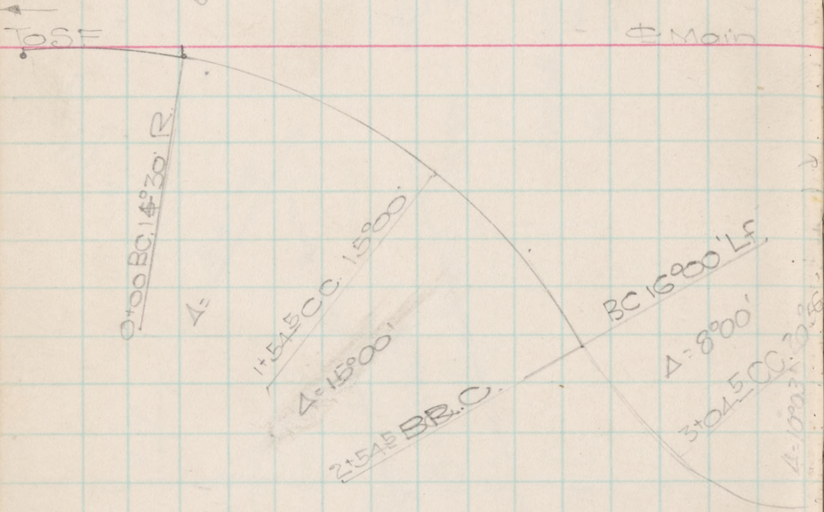
2142

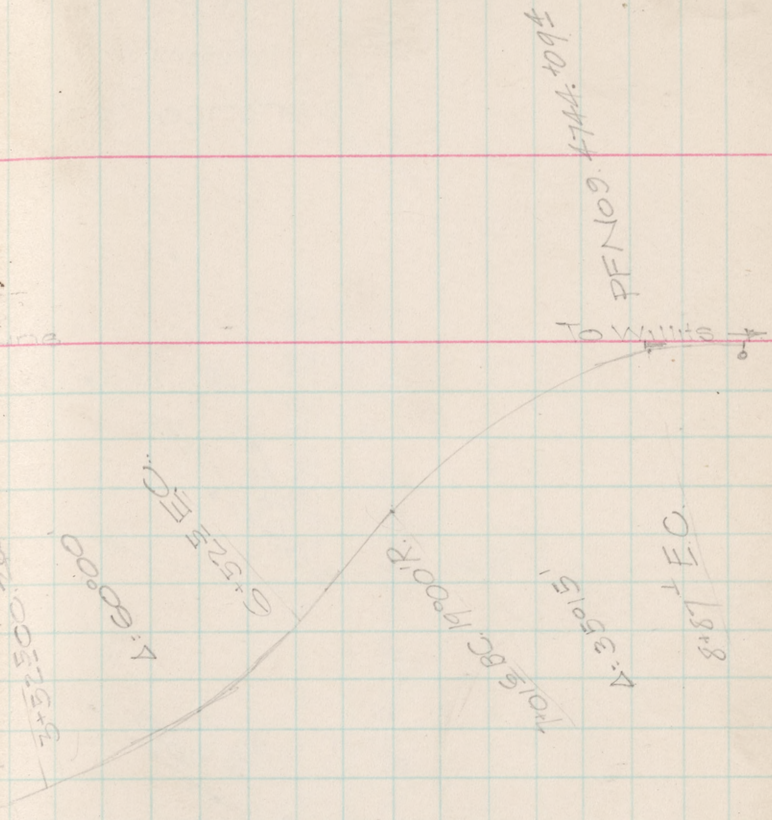
2141



Hogan's Cut
Mendocino Co. Cal.
Shoofly around Cut.

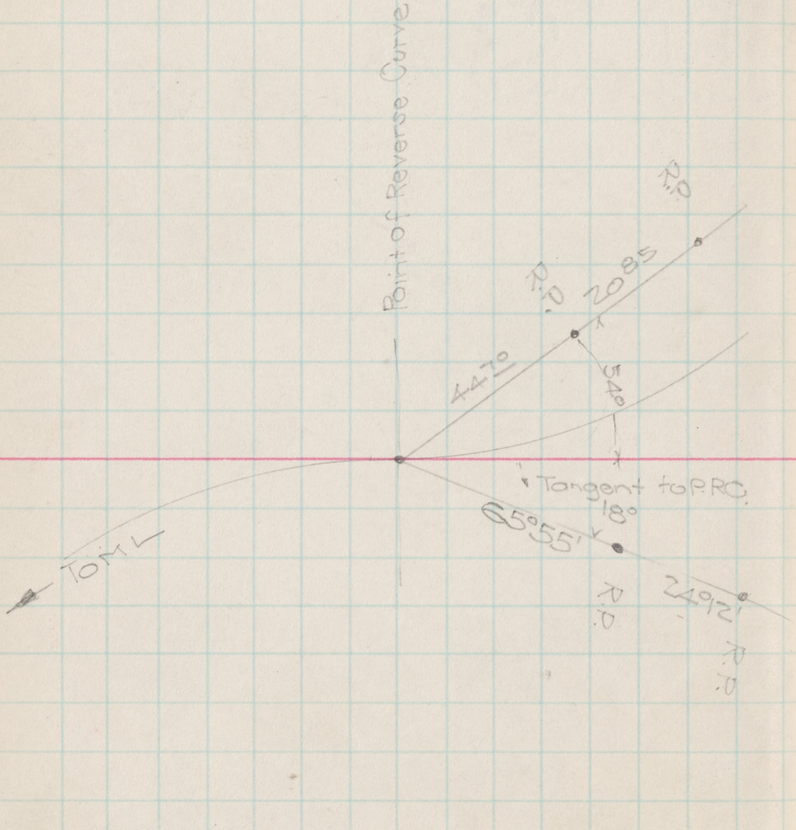
P.F. No. 9. 4736+05.5
0+00 BC. 14°30' Rt.

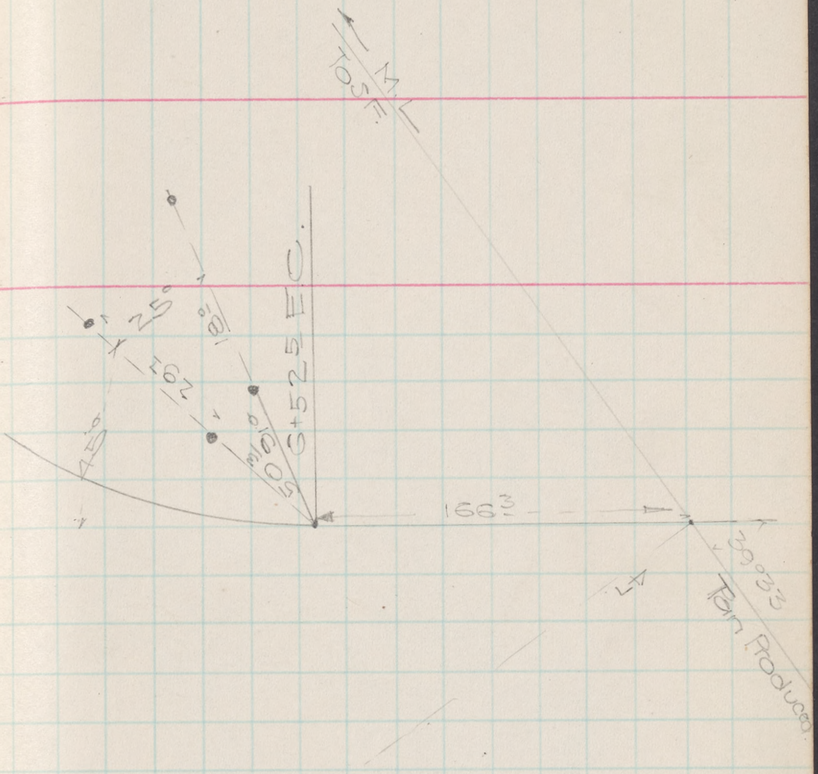




See Reference Points on Next Page.

Hogans Cut.
Mendocino Co.
Reference Points.




M.L.
To S.F.
6+52⁵ E.C.
166³
Tan Produced
25°
18°
45°

- Levels -

Sta.	+ Rod	H.I.	- Rod.	Ground Elev.	Grade Elev.
0+00	4.1	432.10		428.00	
PF 0+00			4.10	428.00	428.00
1+00			4.30	427.80	429.00
1+50			11.8	420.30	430.00
T.P.	9.75	431.03	10.82	421.28	
2+04.5			7.1	423.90	430.04
T.P.	9.92	439.10	1.85	429.18	
T.P.	7.21	439.40	6.90	432.2	

+1% Grade

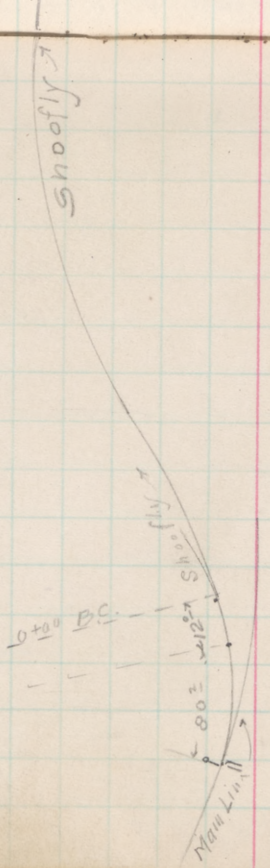
Higgins Cut
Mendocino Co.

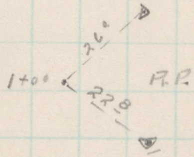
T.P.	7.21	439.40	6.90	432.2		
2+54.5			7.90	431.50	430.54	
T.P.	5.37	437.60		432.2	Use Turn Elev	
3+04.5			4.50	433.1	431.04	
3+52.5			2.70	434.90	431.52	X
4+02.5			4.80	432.8	432.02	
4+52.5			6.00	431.6	432.02	Level
5+02.5			6.50	431.1	432.02	

		437.69				
T.P.	1 .675	438.45	5.90	431.70		
5+52.5			10.3	428.15	432.02	
6+02.5			7.1	431.35	432.02	X
6+52.5			9.6	428.85	431.52	1% Grade
T.P.	1.09	428.16		427.07		
7+01.6			14.6	413.60		
7+37.0			10.2	418.00		
7+62.0			18.2	410.00		
7+87.0			5.40	422.8		
8+37.0			3.00	425.60		
T.P.	6.20	434.71	1.85	428.51		

T.P.°	6.20	431.71	1.85	428.41	
8+87° P.F.			5.20	429.50	Top of Rail

5	21°24'	✓	
+50	16°54	✓	Δ 69°14
4	12°24	✓	St. 219<u>9</u>
+50	7°54'	✓	
3+00	3°24'	✓	
+62<u>3</u> B.C. 18° Rt.		✓	
+50			102<u>3</u> Tang.
2			
+60 E.C.	14°24'	✓	
+50	13°30'	✓	Δ 28°48'
1+00	9°00'	✓	S.T.
+50	4°30'	✓	
0+00 = B.C. 18° Lt.		✓	
4744+27<u>3</u> Δ<u>3</u> Rt. = Pt Frog.			
4745+07<u>5</u>	Pt Sw.		



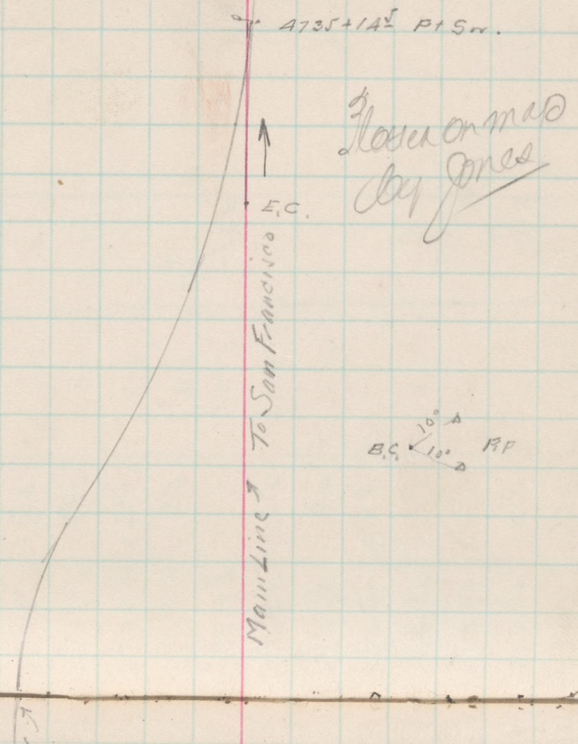


Hogans Cut. Oct-9-1912

4735+14.5 Pt. Sw.

8 +83.9 Pt Frog = 4 7° Rt. 4736+01.8 P.O.C.

+59.33 E.C.	15°30'		
+50	14°40'	✓	
8	10°10'	✓	△ 30°00'
+50	5°40'	✓	S.T. = 88.36 L.C. 172.2
7	1°10'	✓	
6 +87.13 B.C. 18° Lt.		✓	
+50	40.23 Tang		40.23 Tangent
+46.9 E.C.	34°37'	✓	
6	30°24'	✓	
+50	25°54'	✓	
5	21°24'	✓	
+50	16°54	✓	△ 69°14



Posted on map
Jay Jones

Levels Hogans Cut and Grades.

Station	+	π	−	Rod	Elev
B M		432^{0}		4^{23}	427^{77}
Pt Frog					427^{3}
0+00				4^{8}	427^{2}
+50					
1+00				4^{5}	427^{5}
T.P. 1	7^{20}	435^{25}	3^{955}		428^{045}
+50					
2				13^{0}	422^{3}
+50				4^{8}	430^{5}
3				3^{5}	431^{8}
T.P. 2	5^{900}	437^{75}	3^{400}		431^{85}
+50				6^{4}	431^{4}
4				4^{8}	433^{0}
+50				4^{7}	433^{1}
5				2^{8}	435^{0}
+50				3^{2}	434^{6}
6				6^{1}	431^{7}
T.P.	1^{320}	433^{58}	5^{490}		432^{26}
+50				2^{7}	430^{9}
7				4^{4}	429^{2}
+50				5^{0}	428^{6}
8				5^{3}	428^{3}
+50				5^{2}	428^{4}
+83^9 Pt Frog				5^{4}	428^{2}
Base Rail Frog				4^{85}	428^{73}
T.P.			3^{33}		430^{25}

Shoofly. Oct 9-1912

Grade	Cut or Fill.		
		Spike in Tel Pole	
427 3	—		
427 3	—		
427 5	-		
428 0	—		
428 5	—	Grade	for Level
429 0	F 6 7	2+50 Grade.	425 2 Grade
429 5	C 1 0	Stake C-1 0	C 1 3
430 0	C 1 8	✓ Stake C 2 0 Grade	C 2 8
T.P.			
430 5	C-0 9	✓ Stake C-1 0	C 2 3
430 8	C-2 2	✓ Stake C 2 0	C 3 6
431 0	C 2 1	✓ Stak C-2 -	C 3 8
431 0	C 4 0	Stake C 2	C 3 8
430 8	C 3 8	✓ Stk C. 2	C 3 6
430 3	C 1 4	✓ Stake C 1 5	C 2 6
TP			
429 8	C-1 1	✓ .. Stak C+ 2 0	C 2 6
429 3	—	✓ " Grade	429 2
428 8	F 0 2	✓ " "	
428 4	—	✓ " "	
428 4	—	- " "	
428 4	—		

Laid on 1589
Jllett

6	E.C.	29°20½	✓
+50	△	24°50½	–
5+00		20°20'½	✓
+50	△	15°50'½	✓
4+00		11°20'½	✓
+50		6°50'½	✓
3+00		2°20'½	✓
2+72	B.C. 18°		
+50			
2+00			
1+84	E.C.	16°33½'	
+50		13°30	
1		9°00	
+50		4°30	
0+00	B.C. 18° Lt.		

33°30½

Δ = 58°41'

20

Shown on 1598

Hogans Cut.

11+76^2 P.S. = 4733+19^3

10+89^1 P.F. = 4734+06^4

4734+06^4
3+19^2
4737+25^6

10+78^9 E.C.	5°09'		
+50	4°21½		
10+00	2°59'	Δ 10°18'	
+50	1°36½	S.T. 93^9	
9+00	0°14'		
8+91^57 B.C.	5°30'		
+50			
8			
7			3 75 2 74 6 49
6 E.C.	29°24½		29 20½ 4 30 33 50½
+50	Δ 24°50½		

26
.18
208
26
4.68

5				6.4	429.0		/
+50				6.7	428.7		/
T.P.	0.925	430.350	5.985		429.425	T.P.	
6+00 E.C.				1.8	425.6	F 1.8	/
T.P.	0.270	419.790	10.830		419.520	T.P.	
6+50				4.7	415.1		
7				5.7	414.1		
+16 Top Bank				6.5	413.3		
+20					403.0		
+50					401.9		
8				9.8	410.0		
+50				8.0	411.8		
T.P.	11.205	430.640	0.355		419.435		
8+91.6 B.C. 5°30				7.2	423.4		
9				6.1	424.5		
+50				3.8	426.8		

27.4
25.6
1.8

429.425
2.865
432.290
427.4
4.89

Hogans Cut Levels.

Oct 16-1912

	+	⊼	−	Rod	Elev.	Grade	
B.M.	5.725	433.495			427.77		B.M. out see B M on Tree 431.274
Pt. Frog				5.7	427.8		Base Rail
0+00 B.C.				6.3	427.2	427.4	Ground.
+50				5.7	427.8		
1				5.6	427.9		
+50				5.8	427.7		
1+84.0 E.C.				5.5	428.0		
2				5.0	428.5		
+50				2.9	430.6		C-3.0
T.P.	4.815	435.410	2.900		430.595	T P	
2+74.0 E.C.				4.1	431.3		
3+00				3.9	431.5		
+50				8.1	427.3		
4				5.7	429.7		
+50				7.5	427.9		
5				6.4	429.0		

Clatterby Jones

427.77
3.65
431.42
427.4
4.02

430.595 E
4.835
435.430 ⊼
427.4
8.03

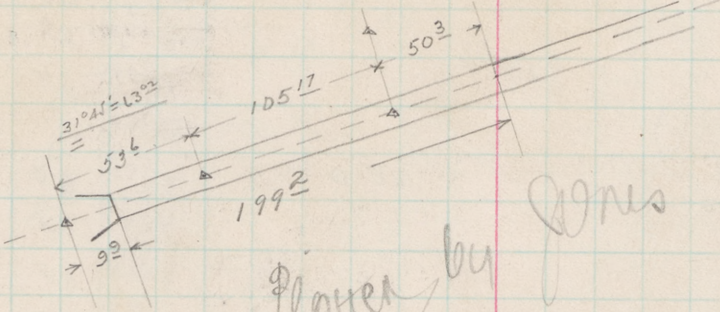
435.43
6.0
429.43

427.77
20.142
407.628

22.34
2.198
20.142 ✓

158.8
9.5
148.9

255.

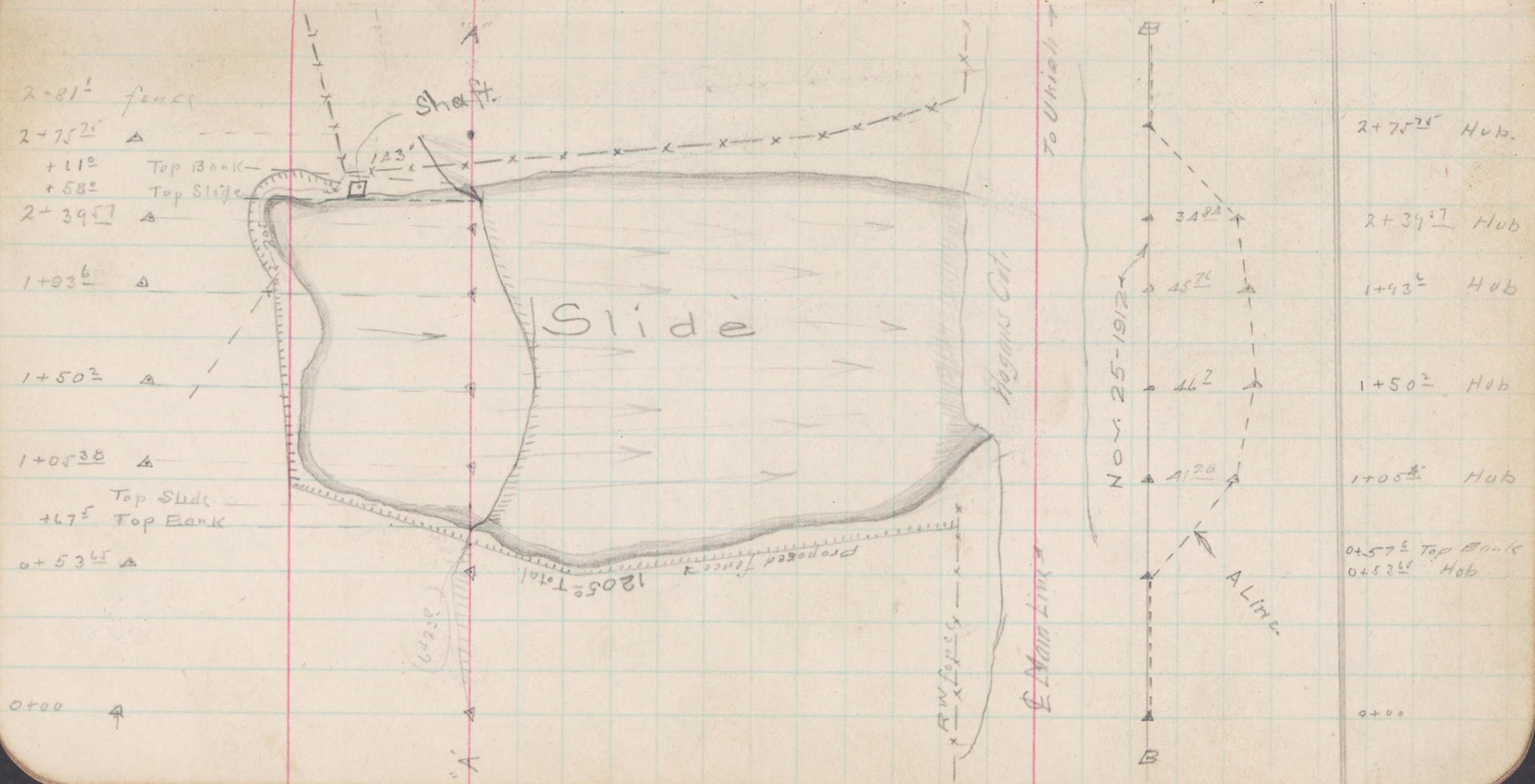


Plover by Jones

	+	H.T.	−	Rod	Elev.	Grade	
		430.640					
10+00				3.2	427.4		
+50				2.8	427.8		
+78.9 E.C.				2.9	427.7		
Pt Frog.				2.3	427.3	427.4	
Pt Sw.				3.1	427.5		
T.P.			0.695		429.945	T.P.	= 430.25 429.945 305

Tunnel at Hogan's Cut.

	+	H.T.	−	Rod	Elev.		
B.M.	0.148	427.918	11.770		427.77		Tunnel.
T.P.	1.21	417.358	11.77		416.148		
T.P.	1.84	407.628	11.57		405.788		
Roof Tunnel				4.670	402.958	roof	
floor Tunnel				10.605	397.023	floor	
	3.198		23.34				


2+81½ fence
2+75.75
+11.0 Top Bank
+58.0 Top Slide
2+39.57
1+93.6
1+50.2
1+05.38
Top Slide
+67.5 Top Bank
0+53.65
0+00
"A"
Shaft
143'
Slide
Proposed fence
1205' Total
"A"
4+23.0
R W fence
Hogans Cut
To Ukiah
℄ Main Line
Nov. 25-1912
B
34.84
45.76
46.7
41.28
A Line
B
2+75.75 Hub
2+39.57 Hub
1+93.6 Hub
1+50.2 Hub
1+05.4 Hub
0+57.6 Top Bank
0+53.65 Hub
0+00

Oct-17-1912 **Slide at Hogan's Cut** Nov-25-1912

Levels.

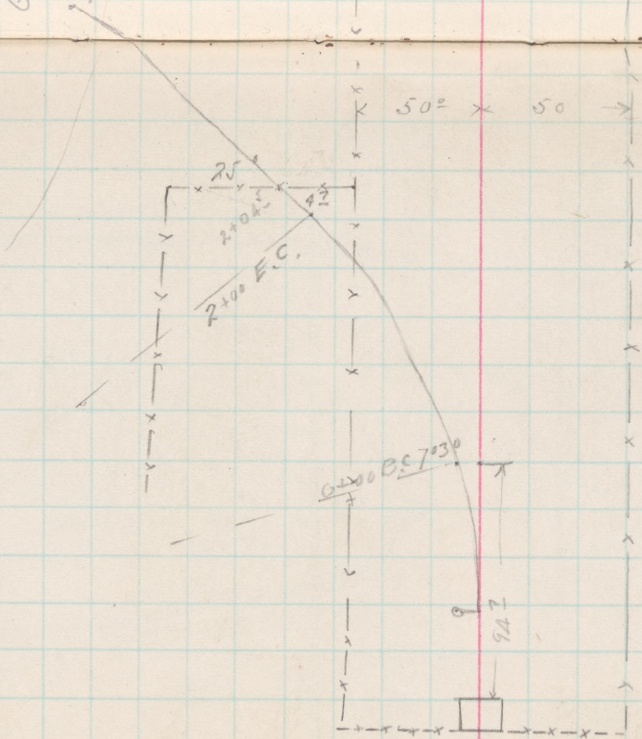
	+	π	-	Elev.
0+00 Hub	6^{31}	106^{31}		100^{00}
$0+53^{65}$ on Top Hub			0^{745}	105^{565}
$0+67^{5}$ Top Brake.			2^{30}	104^{01}
$0+73^{5}$ Top Slide			12^{00}	94^{3}
1+00 " "		95^{558}	6^{10}	89^{46}
$1+05^{4}$ " Hub			6^{208}	89^{350}
$1+50^{2}$ " Hub			12^{75}	82^{81}
$1+93^{6}$ " Hub			5^{265}	90^{293}
2+00 " Slide			4^{62}	90^{94}
$2+39^{57}$ " Hub		106^{667}	7^{510}	99^{157}
$2+58^{0}$ Top Slide			7^{480}	98^{187}
$2+61^{0}$ Top Brake.			0^{41}	106^{227}
$2+75^{75}$ " Hub		115^{110}	1^{42}	113^{69}

106.31
11.185
95.125 E
0.433
95.558 π
0.160
95.398 E
11.269
106.667 π
3.01
103.357 E
11.753
115.110 π

105.705
11.630
94.075 E
0.481
94.556 π
11.010
83.546 E
2.25
85.796 π
0.770
85.026 E
10.361
95.387

	+	π	-	Elev	
0+00	5^{705}	105^{705}		100^{00}	
$0+53^{65}$			0^{140}	105^{565}	
$0+57^{5}$			0^{5}	105^{2}	Top Brake
$0+75^{0}$	0^{480}	94^{556}	11^{630}	94^{075}	Top Slide
1+00			10^{02}	84^{54}	
$1+05^{4}$	2^{250}	85^{796}	11^{010}	83^{546}	
$1+50^{2}$			8^{93}	76^{87}	
$1+93^{6}$	10^{361}	95^{387}	0^{770}	85^{026}	
2+00			9^{09}	86^{30}	
$2+39^{57}$			4^{23}	91^{16}	
$2+58^{0}$		114^{26}	16^{00}	98^{3}	Top Slide
$2+65^{2}$			6^{70}	107^{56}	Top Brake
$2+75^{75}$			0^{570}	113^{69}	

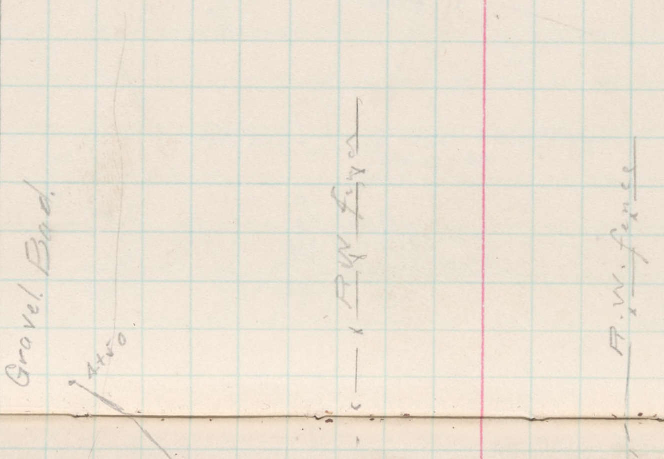
Plt. by F.F.J.

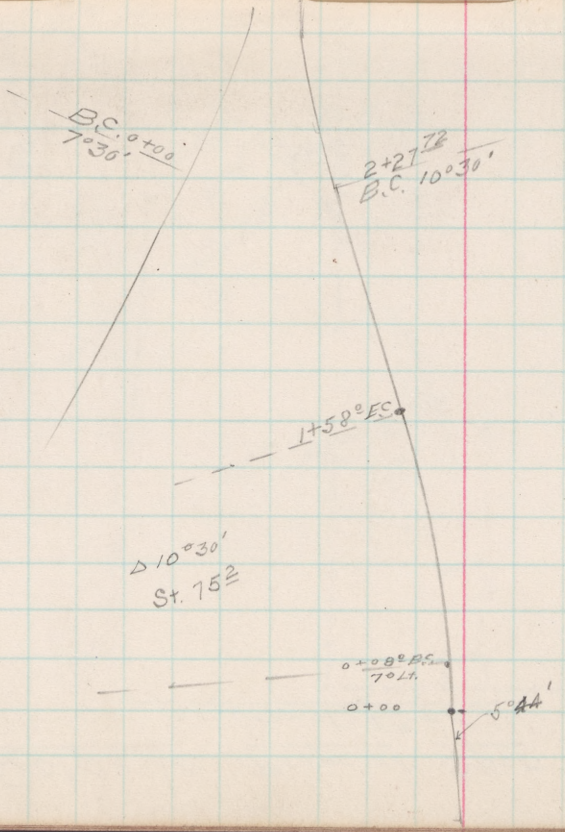


Hatchley Jones

Calpella Proposed Spur.
for Gravel-Bed

Levels	+	π	−	Elev
0+00 Base Rail.		100^{0}		100^{00}
+50			2^{9}	97^{1}
1			4^{0}	96^{0}
opp-1 = Base Rail.			1^{1}	98^{9}
1+50			4^{1}	95^{9}
2			5^{1}	94^{9}
opp. 2			2^{1}	99^{9}
+50			8^{2}	91^{8}
3			9^{8}	90^{2}
TP	3^{69}	94^{46}	9^{20}	90^{77}
+50			6^{6}	87^{9}
4			4^{4}	90^{0}
+12			5^{1}	89^{5}
+19			7^{6}	86^{8}
4+50			7^{8}	86^{7}

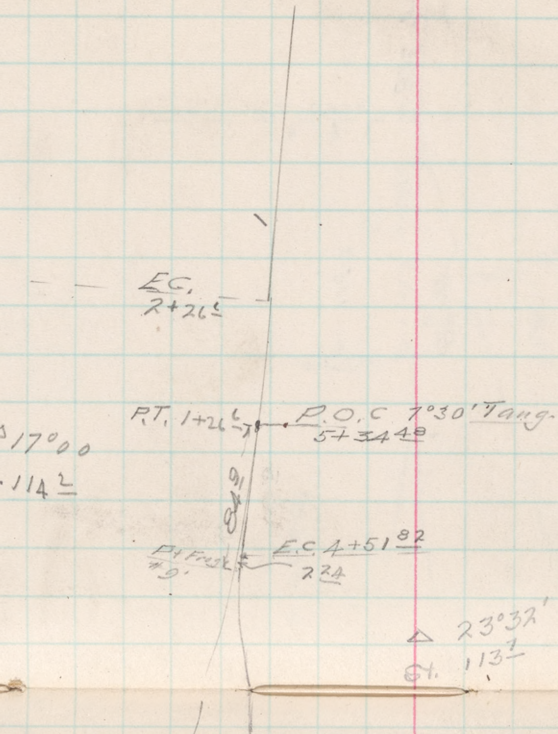


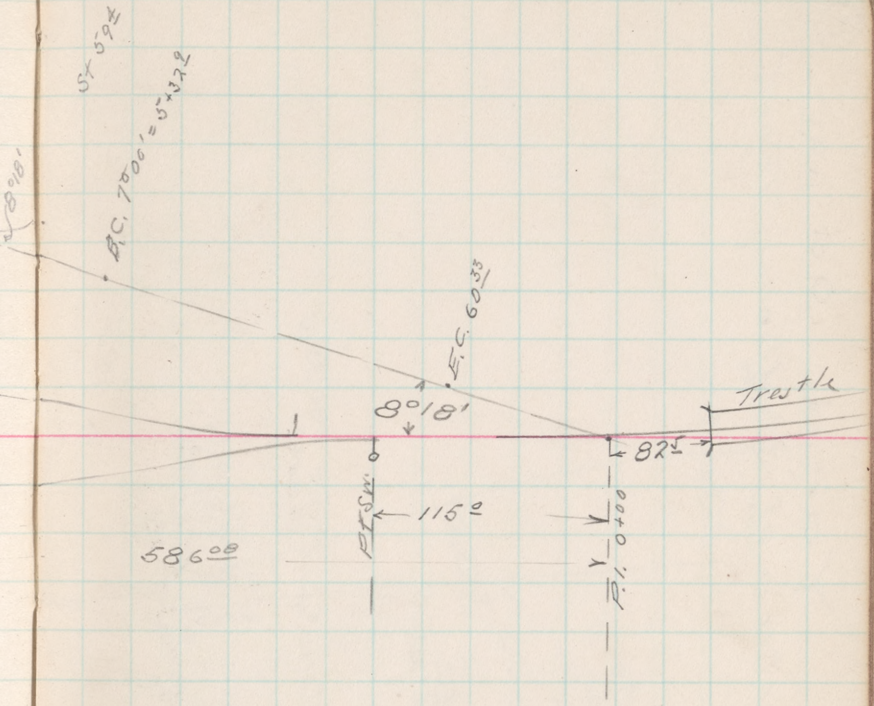


7308+86.3 Pt #10 Frog.

Willits Yard. Oct 1912

new location of Steelloading Track

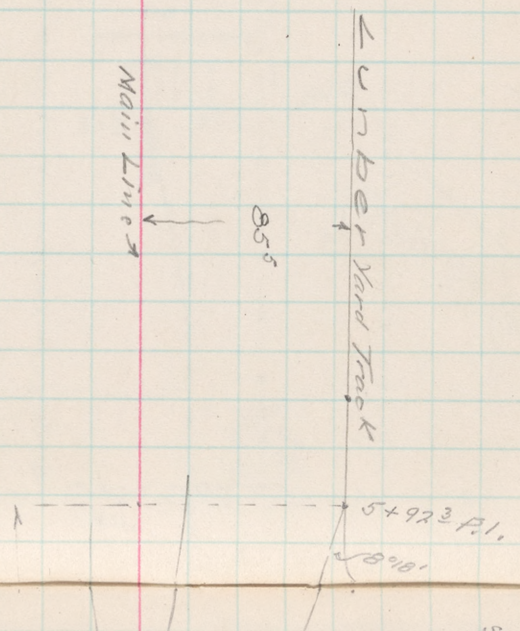




5+59±
B.C. 70 00' = 5+37 9
8°18'
E.C. 60 33
8°18'
Trestle
82 5
P.I. Sw.
115 0
P.I. 0+00
586 00

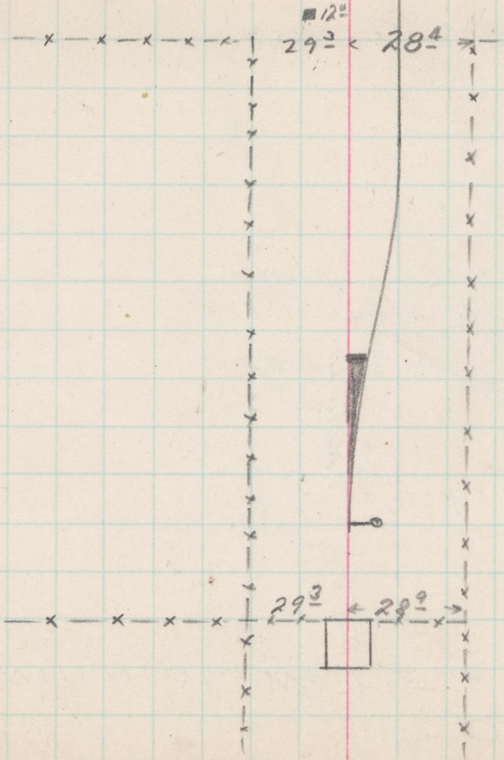
Willits Oct 1912

Switch at West End



County Road

$2621+81^{0}$ R
$2622+07^{5}$ Crossing Signe
$2621+96^{0}$ fence
$+70^{4}$ R



$2619+45^{4}$ Pt Frog
$+18^{9}$ R

$2618+62^{0}$ Pt Sw
$+36^{3}$ R

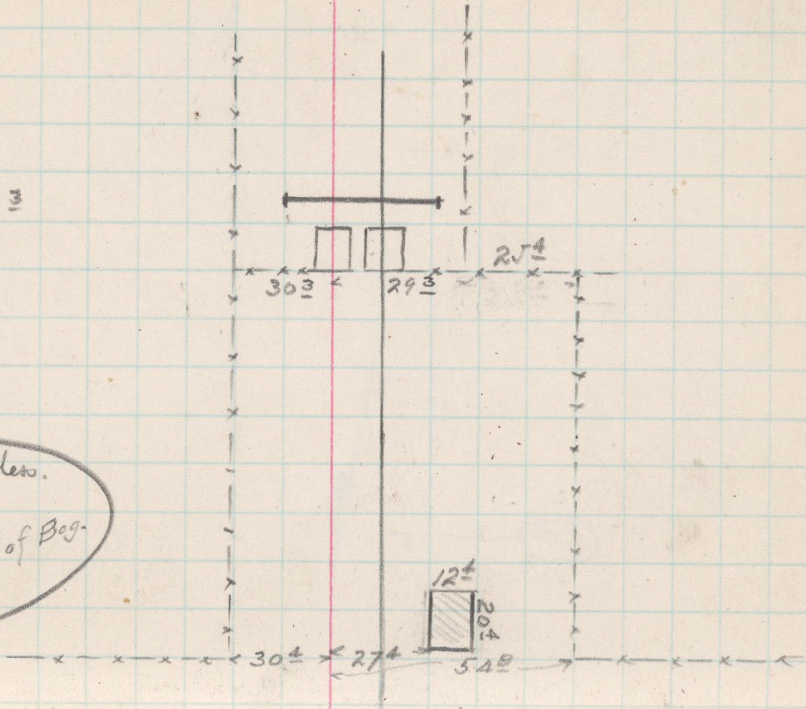
$2617+35^{9}$ Cattle Gard 49-D
$+09^{4}$ R

Stanley Jones

Bellevue   Oct 22 1912

$+51^{6}$/R
$2624+78^{1}$ Concrete Pipe 24" 37^{3}
$2624+11^{1}$ Cattle Gard. 49-E
$+84^{6}$/R

Stationing should be 26^{5} less.
$2622+23^{8}$
Point of Bog
$2622+50^{3}$ West Line Depot.
$2622+48^{1}$ fence
+21.6 R



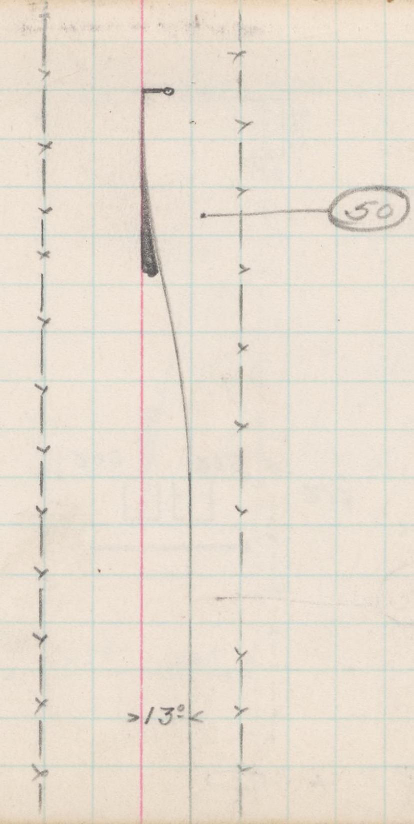
County Road

2640+25.5 Pt Sw
39+99.0 R.

+50.8 Mile Post 50
+24.3 R

2639+43.0 Pt Frog.
+16.5 R

Crouchby Jones



Bellevue Oct 22 - 1912

→ 30' – 28$\frac{3}{4}$ ←

2477+04.0 Pt Sw.

2476+66.7 Pt Frog

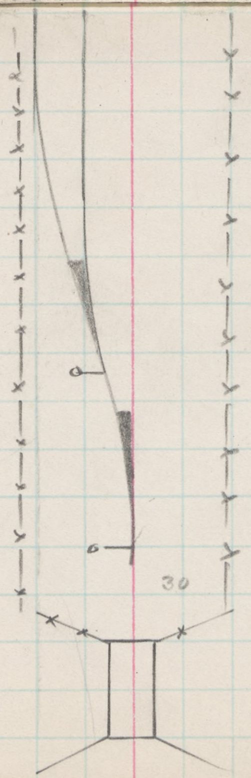
2475+86.1 Pt Sw.

2475+10.0 End Tr.

Ballest Deck.

2474+79.6 Bed Tr

Plan Checked
by Jones



Trestle 46-6

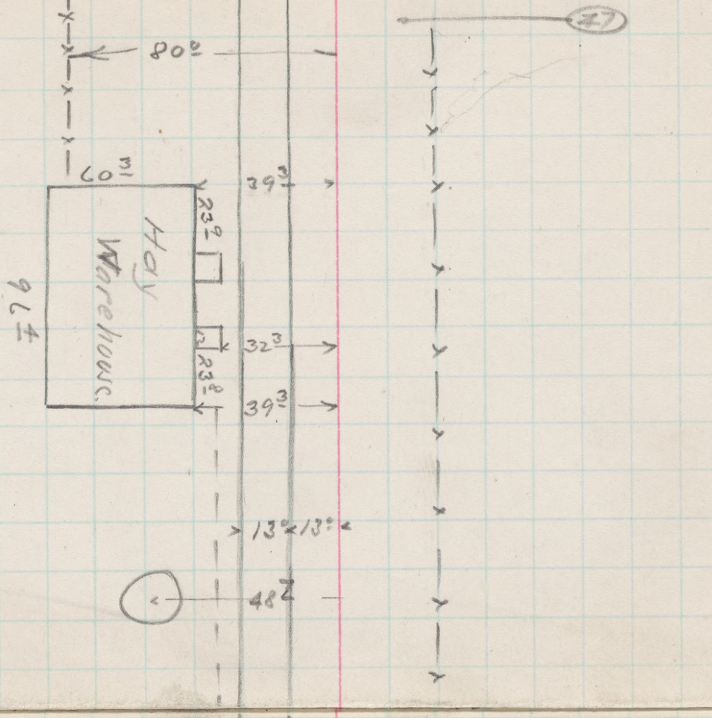
Wilfred Oct-22-1912

2481+38^{6} Mile Post 47

2480+63^{6}

2479+67^{2}

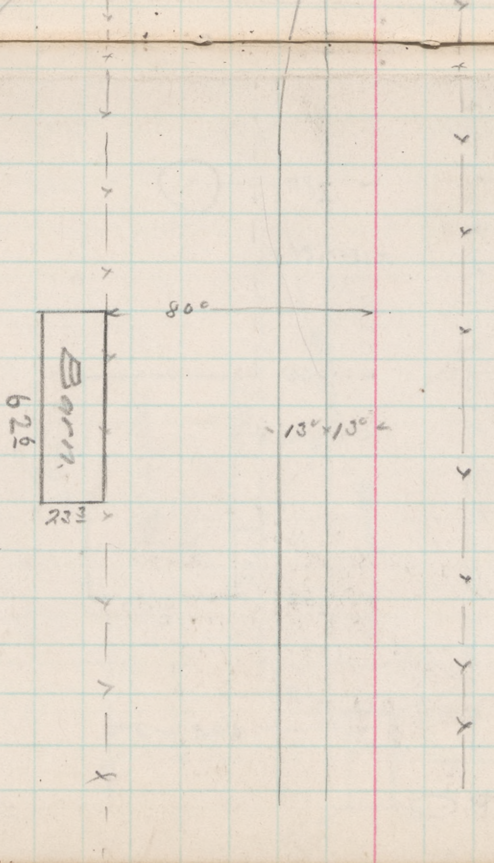
2478+11^{1} ℄ Oil Tank r=7^{0} ft.



$2486+06^{9}$

$2485+44^{3}$

Plan checked by Jones



Wilfred

Oct 22-1912

$2491+72^{1}$ Barn

$2491+28^{2}$ CattleGard 47-A.

$2490+61^{9}$ Barn

$2490+41^{9}$ fence

$2490+40^{0}$ Platform

$2490+24^{5}$ fence

$2490+15^{0}$ Crossing Signe

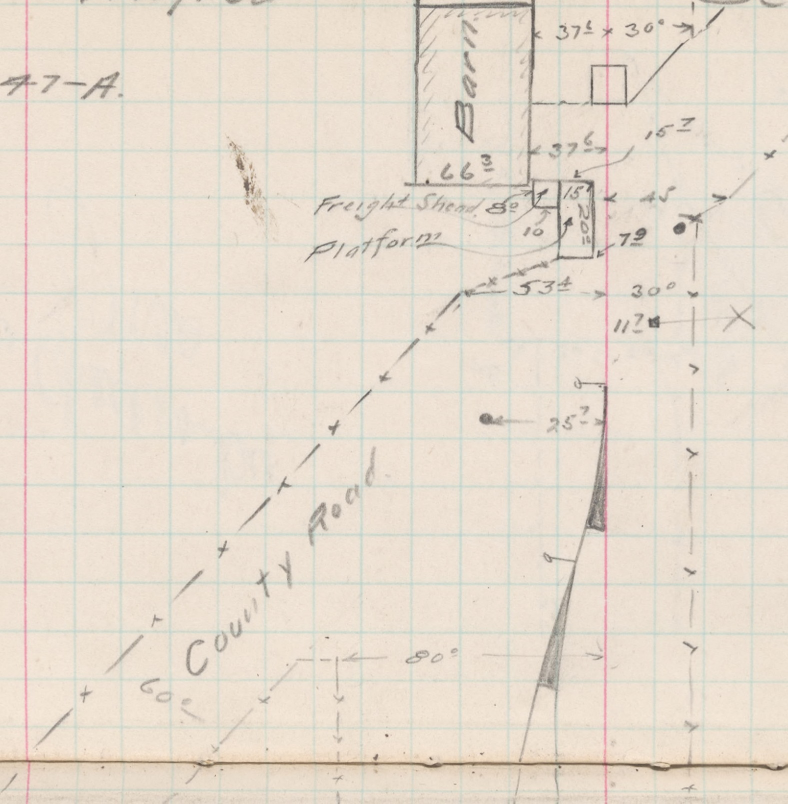
$2489+33^{1}$ P+Sw

$+03^{3}$ Power Pole

$2488+52^{7}$ P+ Frog.

2488+00 P+Sw.

$2487+54^{2}$

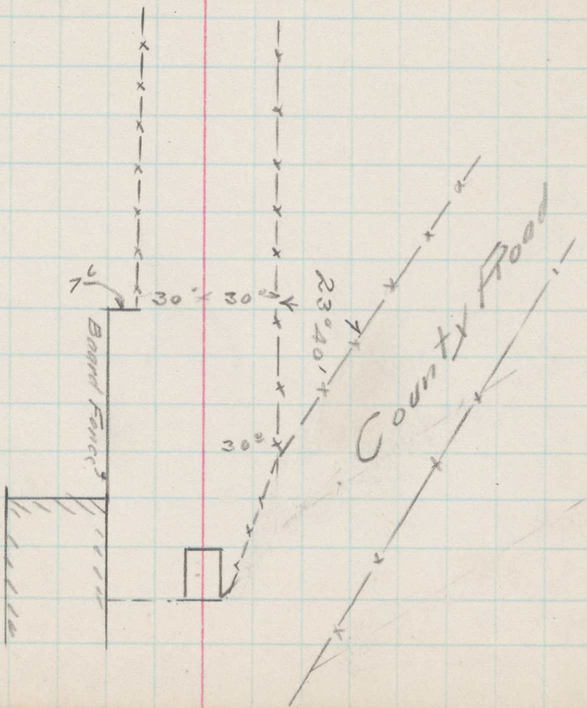


2492+58° fence

2491+94²

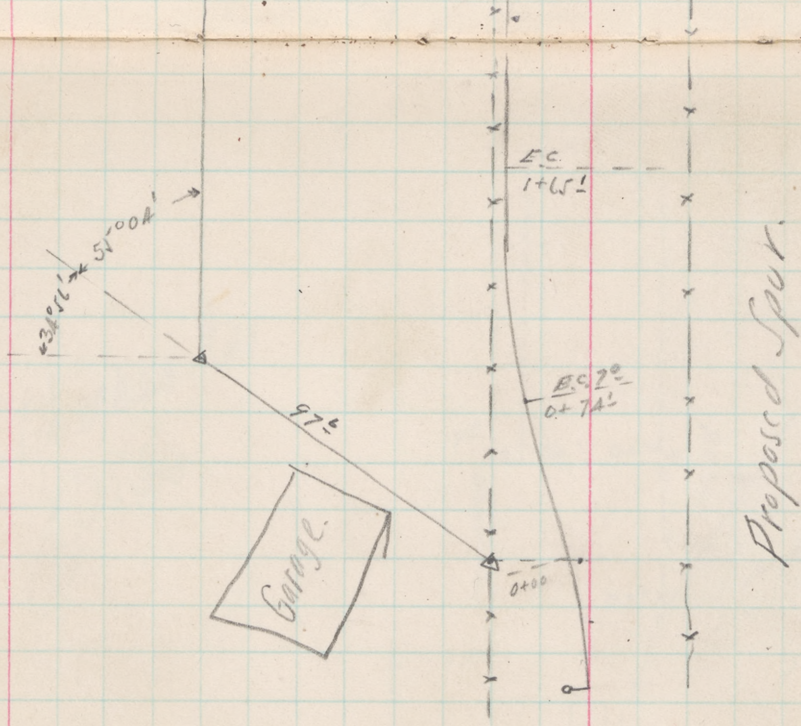
2491+28²

Plan checked by Jones



Wilfred Raining Oct 22-1912

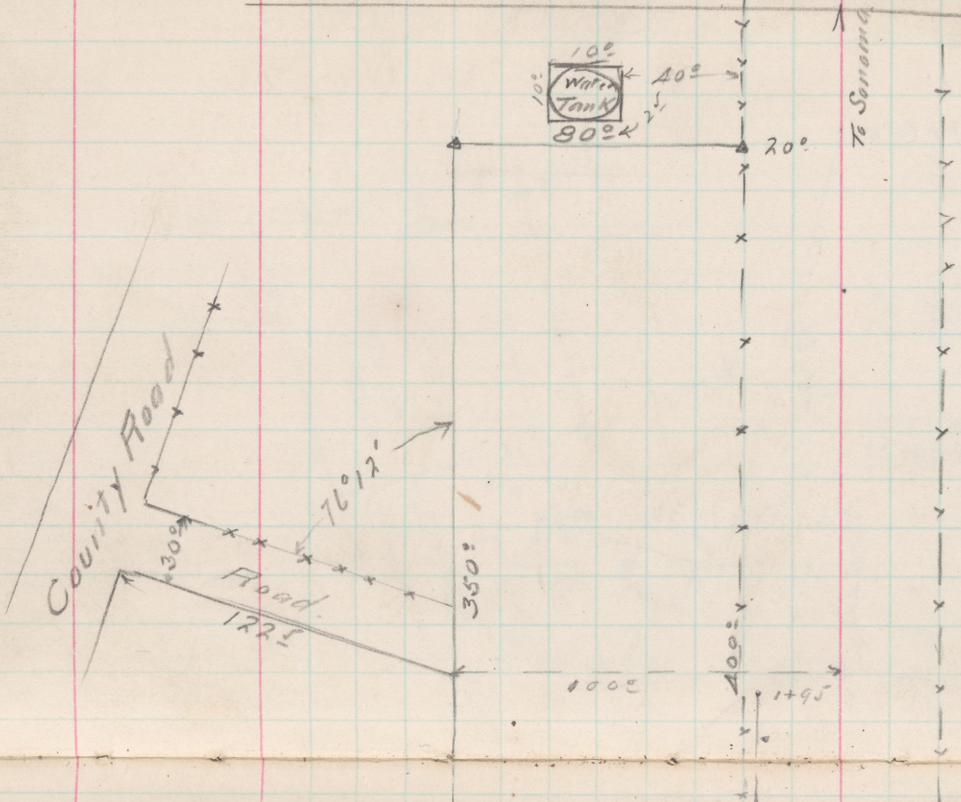
2413+22° Pt Frog #9



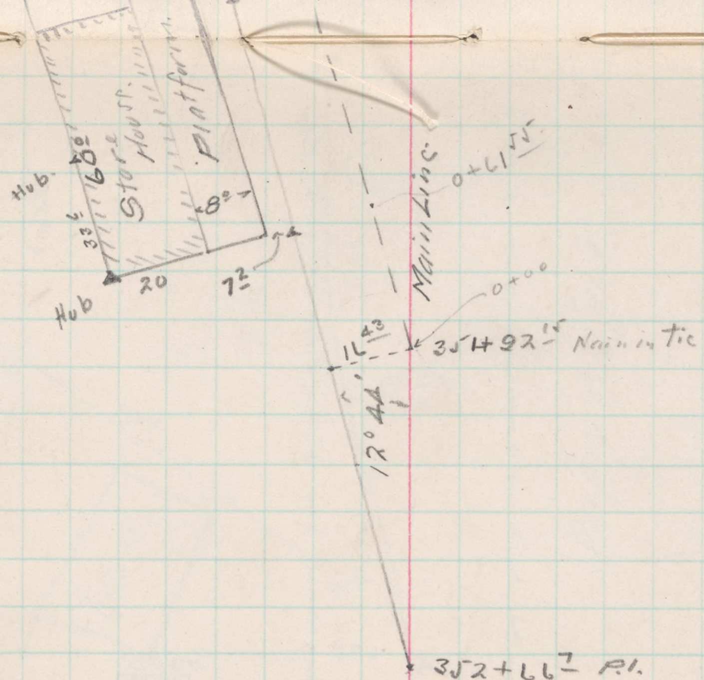
Station Grounds at Fetters Hot Springs.

Oct 23-1912

2409 + 22°



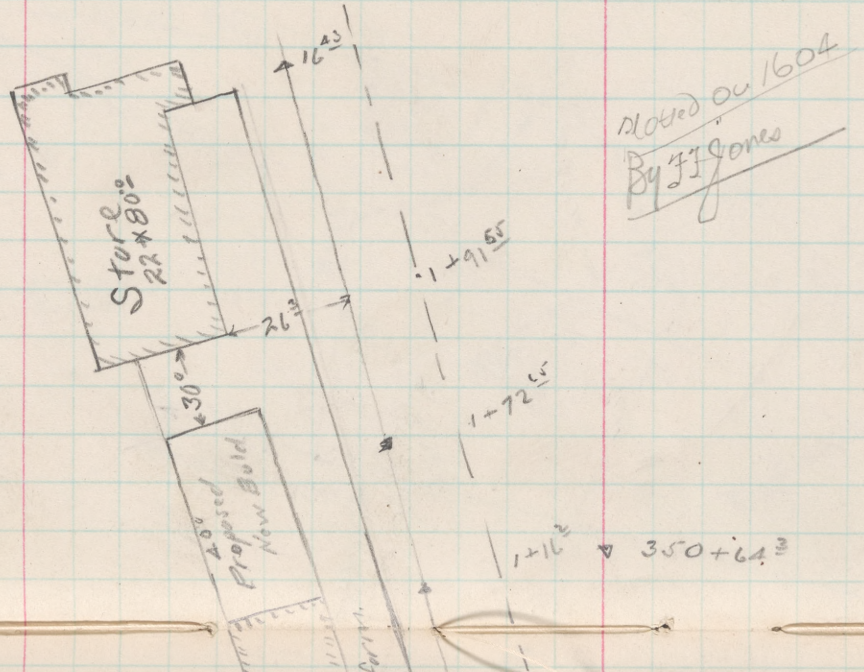
2411+35 97

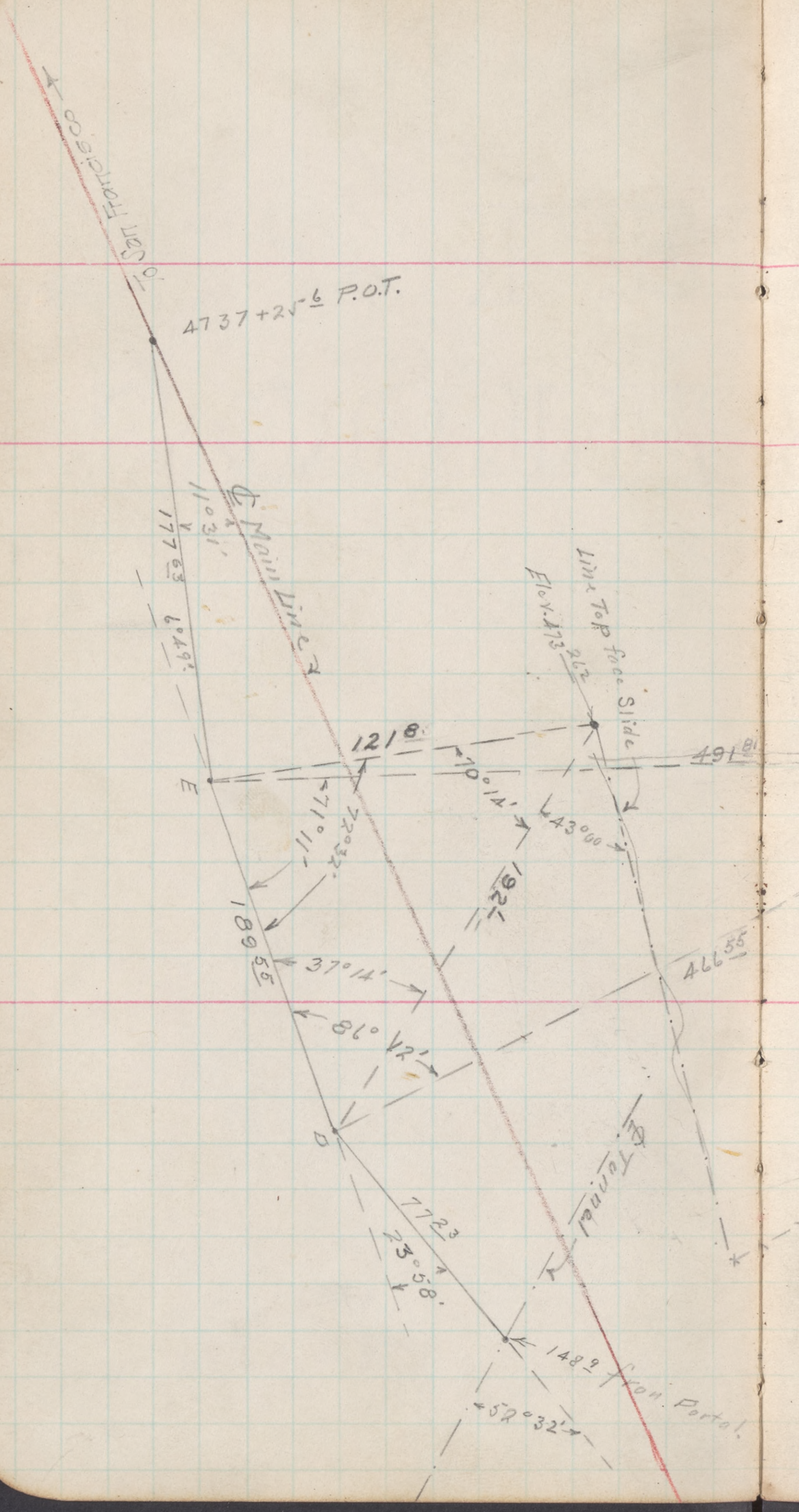


Hub
60
Store House
Platform
Hub
33
8
20
7
Main Line
0+61
0+00
16
354+92 Main in tie
12° 44'
352+66 P.I.

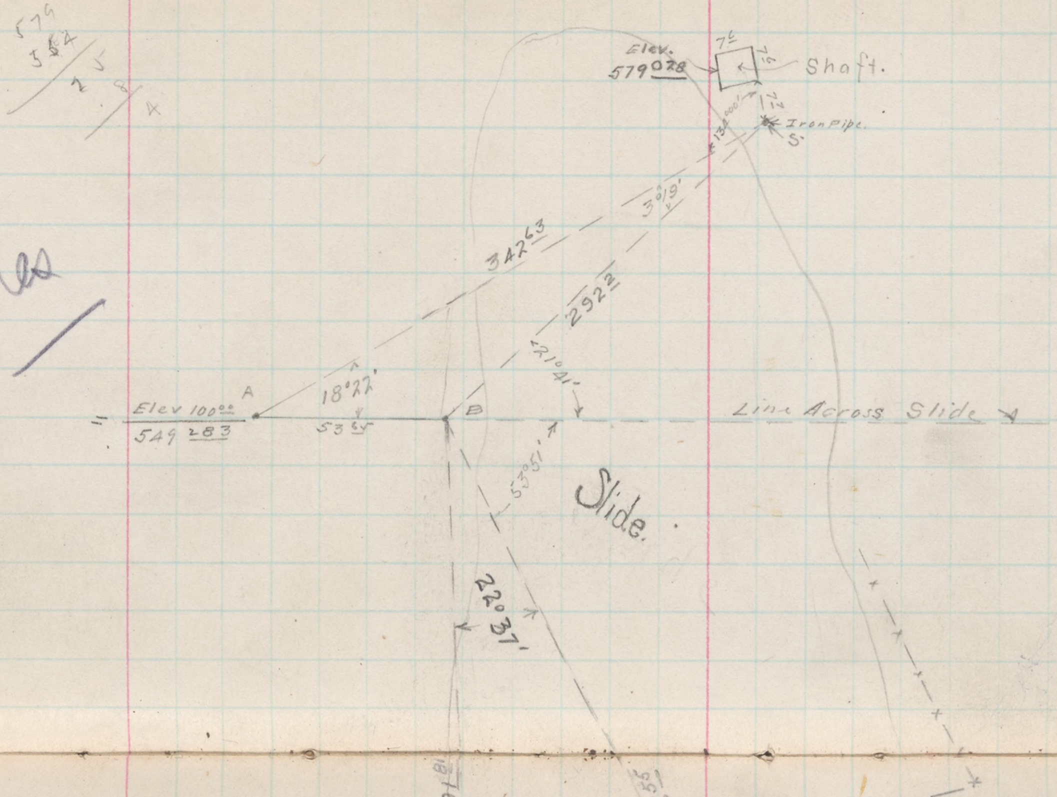
Tiburon
- Store Houses -

Oct-28-1912 (65)




To San Francisco
4737+25.6 P.O.T.
℄ Main Line
11°31'
177.63
6°49'
E
121.8
10°14'
71°11'
72°32'
189.55
37°14'
86°42'
D
77.23
23°58'
148.9 from Portal
52°32'
Line Top face Slide
Elev. 473.262
491.81
43.00
192.7
466.55
℄ Tunnel

Location of Shaft and Progress Profile Line



Romney Jones
1621

Station	Rod	Elev.	Remarks				C			
+50	6^{7}	430^{0}		$\frac{447^{1}}{22}$	$\frac{430^{7}}{15}$	$\frac{432^{2}}{10}$	$\frac{430^{0}}{00}$	$\frac{430^{0}}{9^{0}}$	$\frac{443^{3}}{23}$	
4738	7^{3}	429^{4}	Beg Cut.	$\frac{436^{7}}{14}$		$\frac{428^{7}}{11}$	$\frac{429^{4}}{00}$	$\frac{430^{3}}{30}$	Fill —	
4737+50	7^{5}	429^{2}		$\frac{434^{5}}{40}$		$\frac{430^{1}}{25}$	$\frac{429^{2}}{00}$	$\frac{429^{2}}{8^{0}}$	$\frac{434^{0}}{13}$	
								Dec-4-1912		
+65⁰			End Cut.				$\frac{431^{2}}{00}$	$\frac{432^{2}}{35}$		
4741+50							$\frac{431^{8}}{00}$		$\frac{432^{0}}{35}$	
4741							$\frac{429^{8}}{00}$	$\frac{432^{4}}{12}$	$\frac{432^{3}}{30}$	
+50		440^{7}					$\frac{440^{7}}{00}$	$\frac{432^{0}}{12}$	$\frac{432^{8}}{26^{0}}$	$\frac{433}{30}$
+16		435^{1}	Beg Side Cut.				$\frac{435^{1}}{00}$	$\frac{433^{8}}{6^{0}}$	$\frac{431^{5}}{21}$	$\frac{440^{7}}{25}$
4740		433^{4}					$\frac{433^{4}}{00}$			
4739+50		431^{6}					$\frac{431^{6}}{00}$			

Barnaby Jones

Nov-25-1912

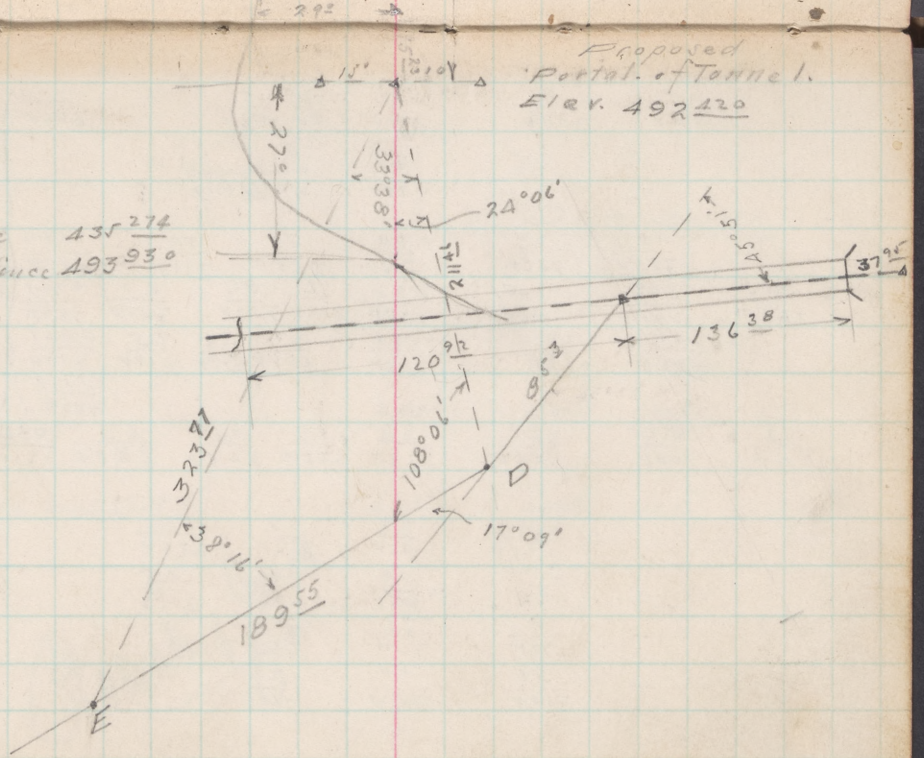
Sta.	Remarks	B.S.	H.I.	F.S.	Elev.	Cross Sections
B.M.		6^{230}	434^{148}		427^{918}	
4744.				5^{7}	428^{4}	Toe Slop. $\frac{427^{7}}{22}$ $\frac{428^{4}}{00}$ $\frac{427^{6}}{15}$ –
4743				4^{5}	429^{6}	Toe Slop $\frac{429^{9}}{43^{0}}$ $\frac{429^{6}}{00}$ $\frac{426^{4}}{55}$ –
+50				5^{1}	429^{0}	$\frac{430^{5}}{52}$ $\frac{430^{4}}{11}$ $\frac{429}{00}$ $\frac{429^{6}}{50}$
4742				3^{9}	430^{2}	$\frac{432^{0}}{62^{0}}$ $\frac{431^{8}}{50}$ $\frac{430}{00}$ $\frac{432}{18^{0}}$
+75	End Cut Ft.			3^{0}	431^{1}	
+50	End Slide			1^{6}	432^{5}	$\frac{452^{5}}{2+00}$ $\frac{442^{9}}{77}$ $\frac{437^{7}}{59}$ $\frac{432^{5}}{34}$ $\frac{432^{5}}{00}$ $\frac{432^{5}}{13}$ $\frac{440^{5}}{32^{0}}$ $\frac{443^{5}}{50}$
T.P.		10^{330}	443^{248}	1^{23}	432^{918}	$\frac{468^{6}}{1+65}$
4741				4^{00}	439^{3}	$\frac{465^{5}}{1+50}$ $\frac{441^{3}}{52}$ $\frac{435^{0}}{33}$ $\frac{435^{4}}{6^{0}}$ $\frac{439^{3}}{00}$ $\frac{439^{7}}{25}$ $\frac{454^{3}}{44}$
+50				1^{3}	442^{0}	$\frac{463^{6}}{1+00}$ $\frac{445^{4}}{63}$ $\frac{425^{4}}{28}$ $\frac{435^{8}}{7}$ $\frac{442^{0}}{00}$ $\frac{442^{0}}{10^{0}}$ $\frac{449^{0}}{24^{0}}$ $\frac{457^{0}}{35^{0}}$
4740				5^{9}	437^{4}	$\frac{468^{8}}{0+50}$ $\frac{441^{7}}{44}$ $\frac{442^{7}}{18}$ $\frac{437^{4}}{00}$ $\frac{437^{4}}{26}$ $\frac{454^{4}}{44}$
+67	Beg. Slide			10^{1}	433^{2}	Big Rock. $\frac{433^{2}}{00}$
T.P.		3^{310}	436^{718}	9^{84}	433^{408}	
+50				5^{9}	430^{8}	$\frac{473^{3}}{0+00}$ $\frac{438^{0}}{12^{0}}$ $\frac{431}{5^{0}}$ $\frac{430^{8}}{00}$ $\frac{438^{0}}{14}$ $\frac{448}{22}$
4739				7^{1}	429^{6}	$\frac{458^{7}}{36^{0}}$ $\frac{433^{9}}{12}$ $\frac{429^{6}}{00}$ $\frac{429^{6}}{5^{0}}$ $\frac{432}{10^{0}}$ $\frac{448}{18^{0}}$ Rock
+50				6^{7}	430^{0}	$\frac{447^{2}}{33}$ $\frac{430^{7}}{15}$ $\frac{432^{6}}{10}$ $\frac{430^{0}}{00}$ $\frac{430^{0}}{9^{0}}$ $\frac{443^{3}}{23}$

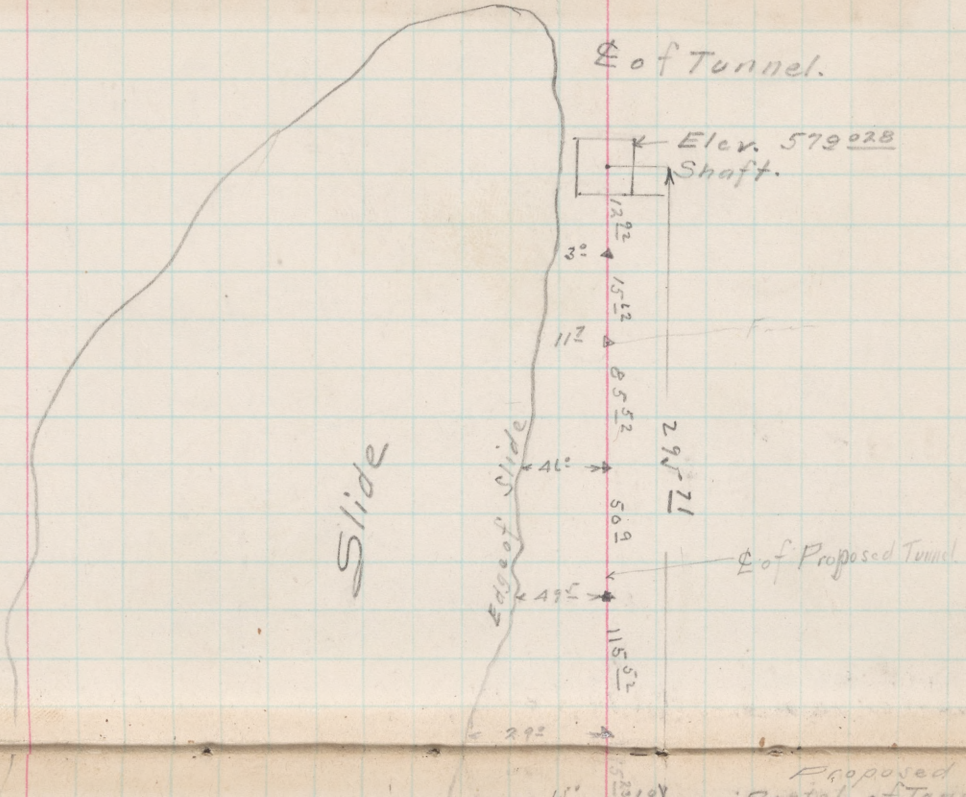
for Dist out See Line Top of Slide

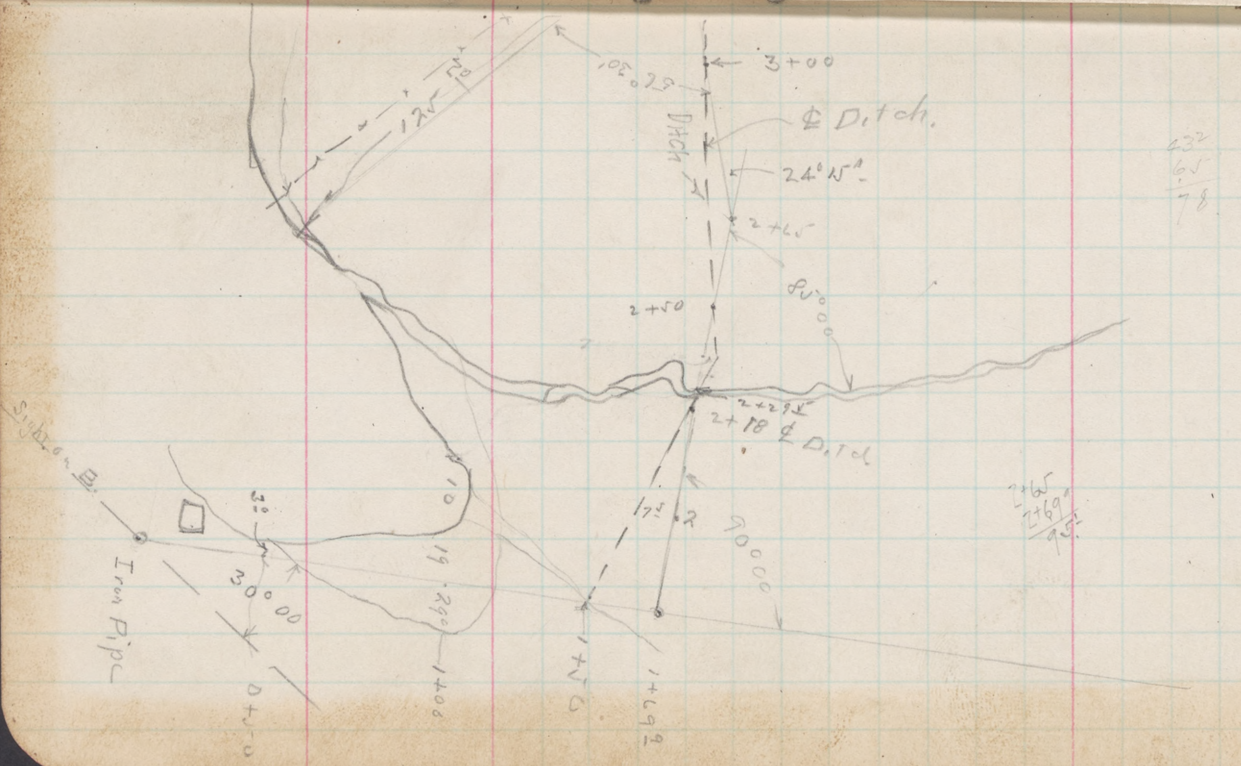
Plotted on 1621 R.W. by Mr. Floyd Jones

N.B.
Dec 4 1912
Tunnel 168.3
11 of which
has caved in

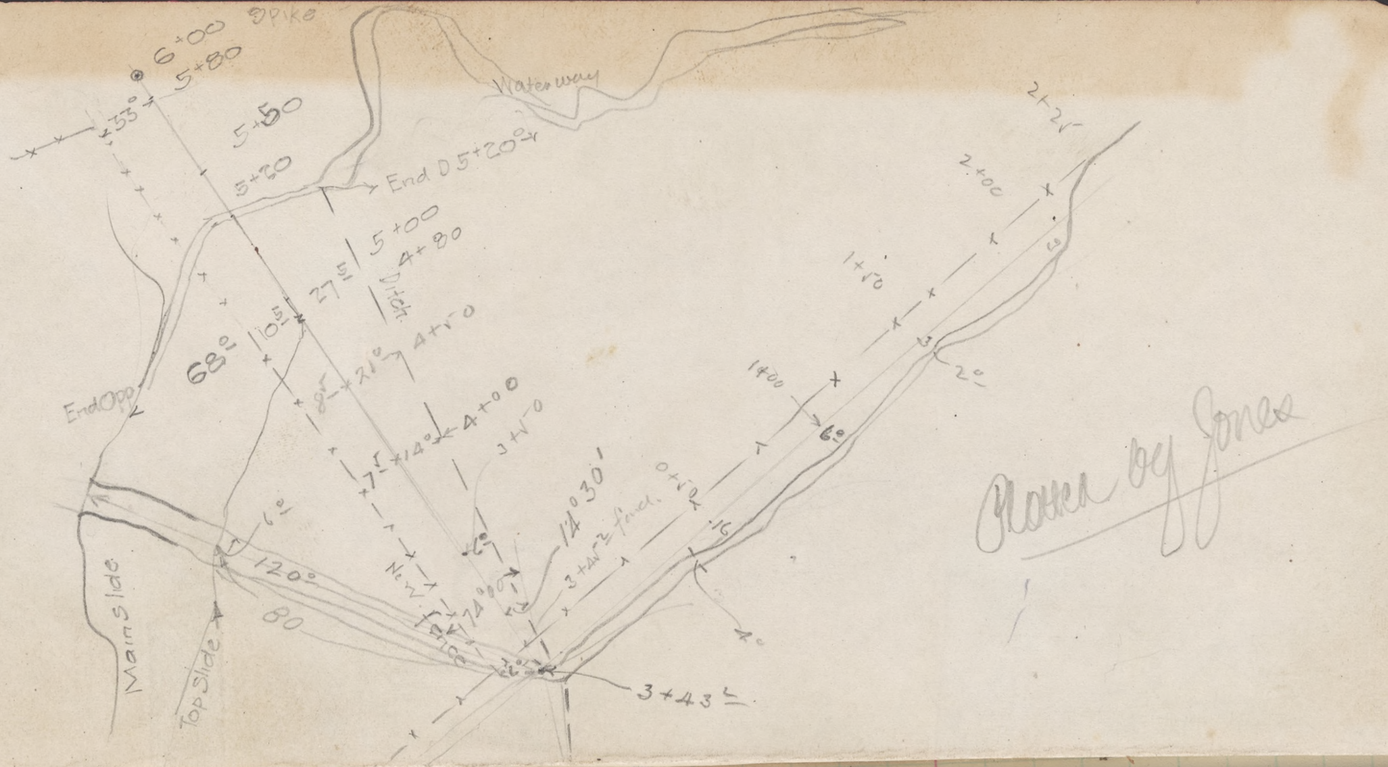
B.M. Tree 435.274
B.M. △ at fence 493.930




℄ of Tunnel.
Elev. 579.028
Shaft.
Slide
Edge of Slide
℄ of Proposed Tunnel
Proposed



3+00
105° 25' 30"
℄ Ditch.
Ditch
24° 15'
2+65
2+50
85° 00
2+29.5
2+18 ℄ Ditch
175
90° 00
Sight on B
Iron Pipe
30° 00
1+00
1+50
1+69.9
0+50
432
65
78
2+65
2+69
95



6+00 Spike
5+80
33°
5+50
5+30
End O 5+20°
Waterway
5+00
4+80
27
10
Ditch
68°
4+50
8
21°
End Opp
4+00
7
14°
3+50
14°30'
0+50
3+44 find.
6°
120°
80
Main Slide
Top Slide
No. 2
fence
14°00'
3+43
1+00
1+50
2+00
2+25
6°
2°
Chalk by Jones

5.2
2.7

2.6

Grade is 2.6

427 8
4.2

4320

11

2 18
2

36
400
3) 14400

533
9) 4800
45

30
27

30